

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXX., No. 32.]

SATURDAY, AUGUST 8, 1874.

[WHOLE No. 1,998, VOL. XLVII.]

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

## PRINCIPAL CONTENTS.

Railroads in South America.....	993
Redemption of Five Twenty Bonds.....	993
Steam Power on Canals.....	993
Railroads in Canada.....	994
Public Debt Statement.....	994
Exports of Railway Iron from Gt. Britain...	994
Western Union Railroad.....	995
The Postal Car Service.....	1018, 995
Erie Railway.....	997
Railroad Earnings.....	998
City Passenger R. R. Share and Bond Lists..	999
Federal and State Securities.....	1001
Dividend and Interest Tables.....	1000, 1002
Railroad Share List.....	1010
Stock Exchange and Money Market.....	1017
Rutland Railroad.....	1018

## American Railroad Journal.

New York, Saturday, August 8, 1874.

### Railroads in South America.

The net earnings of the Great Southern Railroad Company of South America, for the past year, amounted to £96,088 (\$465,065 92). This railway has been a very great success, and although the directors, some time ago, reduced the fares considerably (the reduction averaging about 10 per cent. on the tariff of the whole line), yet the tariff receipts show an increase, during the year, of nearly £32,000 (\$154,880). The shares of the company are now commanding a premium of 17½ per cent. The Northern Railway of Buenos Ayres, the length of which is about 19 miles, earned a net profit, for the past year, of £30,771 (\$148,931 64) and after payment of interest on debentures and debenture stock, there remained a balance of more than 9 per cent. on the capital stock. The preferred stock of this company is quoted at about 35 per cent. premium. The cost of this railway has been about £20,000 (\$96,800) per mile. The Western Railway has been constructed, is worked by the government of Buenos Ayres, and is earning over 9 per cent. The Buenos Ayres and Campana Railway, which is being rapidly pushed toward completion, is about 50 miles in length, and runs from the city of Buenos

Ayres to Campana, which is said to be the finest natural port on the Great Parana. It is believed that the traffic on this line will be quite equal to that of the Northern Railway of Buenos Ayres.

### Redemption of Five-Twenty Bonds.

The following is the text of the call issued by the Secretary of the Treasury for \$25,000,000 of five-twenty six per cent. bonds:

By virtue of the authority given by the act of Congress approved July 11, 1870, entitled, "An act to authorize the refunding of the national debt," I hereby give notice that the principal and accrued interest of the bonds hereinbelow designated, known as "five-twenty bonds," will be paid at the Treasury of the United States, in the City of Washington, on and after the 1st of November, 1874, and that the interest on the said bonds will cease on that day; that is to say:

Coupon bonds known as the third series, act of February 25, 1862, dated May 1, 1862; coupon bonds, \$50, Nos. 12,201 to 14,000, both inclusive; \$100, Nos. 38,201 to 45,100, both inclusive; \$500, Nos. 19,491 to 28,700, both inclusive; \$1,000, Nos. 47,301 to 70,200, both inclusive. Total, \$20,000,000.

Registered Bonds—\$50, No. 1,461 to No. 1,750, both inclusive; \$100, No. 10,705 to No. 13,300, both inclusive; \$500, No. 6,401 to 7,700, both inclusive; \$1,000, No. 26,167 to No. 31,609, both inclusive; \$5,000, No. 8,304 to No. 9,800, both inclusive; \$10,000, No. 10,518, to No. 11,700, both inclusive. Total, \$5,000,000; grand total, \$25,000,000.

Of the amount outstanding (embraced in the numbers as above), \$20,000,000 are coupon bonds, and \$5,000,000 are registered bonds. The interest due on November 1, 1874, on the registered bonds embraced in the call, will be paid with the principal of the bonds. United States securities forwarded for redemption should be addressed to the Loan Division, Secretary's Office, and all registered bonds should be assigned to the Secretary of the Treasury for redemption.

The officers of the Berks County (Pa.) Railroad company have determined to extend the road from the Slate Dale branch one and three quarter miles across the Lehigh river to the Lehigh and Susquebanna division of the Central Railroad of New Jersey. The extension has already been located, and the right of way donated.

### Our Pig Iron Production.

A statement of the production of pig iron in the United States in 1872 and 1873, compiled from returns made directly to the American Iron and Steel Association, by Mr. James M. Swank, secretary, shows that during 1872, 41 stacks were built, and that during the year 1873, 50 more were built, making the total number of stacks in the country at the beginning of the current year, 662. Of these 410 were in blast on the 1st of January. By the 1st of July, ultimo, the number of completed stacks had increased to 673, and 53 more were building. The number projected at that date is set down at 61. The estimated capacity of finished stacks on the 1st of July, ultimo, is 4,500,000 net tons per annum; the product in net tons is given as 2,854,558 in 1872, 2,868,278 in 1873. The value of the product is estimated as follows: 1872, \$132,649,621, averaging a little over \$40 per ton; 1873, \$118,248,308, averaging about the same price.

### Steam Power on Canals.

An experiment in steam motive power, it is stated, is about to be tried on the Chesapeake and Ohio canal, the engines for two boats now being built at Cumberland, Md., having been completed, and being expected to be ready by the 1st of October. The boats are claimed to be upon an entirely new model from any yet built, and there are sanguine expectations as to their success. There are said to be employed on the canals of the State of New York about six thousand boats, of which from six hundred to seven hundred are supposed to be constantly in motion, each boat being drawn by from four to eight horses. Some time ago a handsome prize was offered by the New York State Legislature for "the practical and profitable introduction upon the canals of steam, caloric, electricity, or any motor power other than animal power for the propulsion of boats." The proposition seems to have been successful, so far as the Baxter plan is concerned, by which steam appears to be establishing itself as a motor in the canals of New York. Several significant facts have been developed by the Baxter canal steamers. Among these is the diversion of freight from other channels. We see it stated that for the first time in ten years general assorted freights are being carried on the Erie canal. It is asserted that dry goods, crockery, glass, patent medicines, &c., can be forwarded by canal steamers with sufficient expedition as compared with railroads, and in better order. There appears to be a prevailing idea that merchandise, at least of

certain descriptions, is less liable to injury when forwarded in this manner. Thus it comes about that while, as a rule, canal freights are dull in that quarter, compelling large numbers of boats to lay up, the canal steamers are embarrassed with freights offered. If steam canal boats are self-sustaining under wholly unpropitious circumstances of general trade, a great point as to the practical value of the change is established. In answer to inquiries of a correspondent of the New York Commercial Advertiser, it was stated that westward bound boats could fill up to carry not beyond Buffalo, the "way freights," so to speak, being equal to the capacity of the boats. The departures from New York are two boats a week, and the average time to Buffalo is from six and a half to seven days. But so far from meeting the demands for business, the company, it is averred, could load a boat every day. This, if true, is certainly remarkable. At Buffalo alone it is said that something like two hundred boats are tied up, and large numbers are collected at Rochester, Lockport, &c. Freights on grain from the West are said to be lower than ever before, the rate being for corn only eight cents, and wheat nine, from Buffalo to New York. The lowest for which horse boats can carry and derive a profit is ten cents. The steamer agents express the opinion that a rate below this figure is remunerative. A Utica paper gives the following statement of the time and profit of the steamers City of New York and Baxter, on their first round trips for the season of 1874, as follows: City of New York, fourteen days, profits \$445 29; Baxter, fourteen days, profits \$314 17; City of New York, fifteen days, profits \$319 75; Baxter, sixteen days, profits \$385 73.

Unexpected delays have occurred in the building of boats additional to their fleet, but the "Baxter Steam Canal Transportation Company" are preparing to open new yards, and will shortly be in a condition to advance more rapidly. As may readily be understood, it is no part of their plan to build boats to sell, the idea being rather to run boats wherever wanted, under the company organization. If the success of steam on the canal as a practical working power may be considered from the Baxter experiment no longer debatable, a wide field of conjecture is opened as to what may be the effects both upon canals and railroads, and upon the propositions which have been made in Congress to give government aid to certain leading canals of the country. It can have no bearing whatever upon the utter want of constitutional authority to engage in such enterprises, though it may add increased plausibility to the appeals based upon expediency for their adoption.—*Balt. Sun.*

#### Railroads in Canada.

In March last there was organized in Canada the Southern Railway Company, with John Mercer, Sheriff of Kent County, as President, and arrangements have been perfected to carry out the intentions of the organization. It is proposed to construct a road from Windsor diagonally across Essex County in a south-easterly direction to the harbor of Two Creeks, in Kent County, on Lake Ontario, a distance of about forty miles. It will intersect the Canada Southern ten miles east of Amherstburg. The harbor of Two Creeks has been surveyed by the Government and reported upon by the engineer in charge as the best natural harbor on the north shore of Lake Erie, susceptible of being made a first class commercial and refuge harbor at a cost not to exceed \$85,000, which outlay will be assumed by the Dominion Government in case the Southwestern Railway scheme shall be perfected. According to the chart, Two Creeks is fifty two miles from Cleveland, and the plan is to establish a fast line of steamers to run across the lake between those points.

A preliminary survey of the line has been made, and the grade is estimated, by the engineer in charge, Mr. Salter, as not exceeding an average of five feet to the mile throughout the entire length, with little or no bridging. So soon as \$10,000 worth of stock is subscribed, and ten per

cent. thereon paid, a meeting of the holders of such stock will be called for the election of a permanent Board of Directors. The act of incorporation of the company requires that the construction of the railway shall be commenced within three years and be completed within six years to entitle it to the Government grant of \$100,000, or to keep the charter alive.

Considerable life is also being infused into the proposed railroad to connect Lakes Huron and Erie. The County Council of Kent have elected Mr. Langford, Deputy Reeve of the Township of Harwich, one of the Trustees to represent that body, and the Directors have also elected Mr. Hammond, Reeve of Petrolia, as their Trustees. Messrs. Wilson, of Enochville; Hunt, of Wyoming, and Noble, of Petrolia, have been added to the Board of Provisional Directors. The stock books are to be opened at Petrolia, and also at Chatham, on the 1st of September.—*Detroit Tribune.*

#### Statement of the Public Debt of the United States August 1, 1874.

DEBT BEARING COIN INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$260,000 00	\$1,083 33
6 per cent. 1881 bonds, 1861..	18,415,000 00	92,075 00
6 per cent. 1881 bonds, (Oregon), 1861.....	945,000 00	4,725 00
6 per cent. 1881 bonds, 1861..	189,321,350 00	946,606 75
6 per cent. 5-20 bonds, 1862..	167,259,700 00	2,568,895 50
6 per cent. 1881 bonds, 1863..	75,000,000 00	375,000 00
5 per cent. 10-40 bonds, 1864..	194,567,300 00	4,055,485 42
6 per cent. 5-20 bonds, 1864..	948,500 00	14,199 60
6 per cent. 5-20 bonds, 1865..	58,048,200 00	870,693 00
6 per cent. 5-20 bonds, 1865..	152,534,350 00	2,288,015 25
6 per cent. consols, 1865.....	202,663,100 00	1,913,215 50
6 per cent. consols, 1867.....	310,622,750 00	1,553,113 75
6 per cent. consols, 1868.....	37,474,000 00	187,370 00
5 per cent. funded loan of 1881	316,197,900 00	3,952,473 75

Aggregate of debt bearing coin interest.....	\$1,724,253,250 00	\$17,861,051 25
Interest due and unpaid.....		8,736,329 33

DEBT BEARING INTEREST IN LAWFUL MONEY.		
3 per cent. navy pension fund, 1868.....	\$14,000,000 00	\$38,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000 00	11,300 00

Aggregate of debt bearing interest in lawful money....	\$14,678,000 00	\$46,300 00
Interest due and unpaid.....		...

#### DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,965 00	\$64,174 81
5 percent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,400 00	223 60
5 per cent. Texas indemnity bonds, 1850.....	172,000 00	9,300 00
5 per cent. bonds of 1858....	89,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862.....	1,440,000 00	25,742 18
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.	950 00	67 00
3 to 6 per cent. treasury notes, 1857.....	2,000 00	108 00
6 per cent. treasury notes, 1861.	3,150 00	378 00
7 3-10 per cent. 5 years' treasury notes, 1861.....	10,200 00	1,425 26
5 per cent. 1 year notes, 1863.	73,806 00	3,702 35
5 per cent. 2 year notes, 1863.	62,650 00	3,439 72
6 per cent. compound interest notes, 1863-64.....	410,120 00	82,071 42
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	227,300 00	18,447 64
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	78,060 00	7,335 72
3 per cent. certificates called.	5,000 00	394 31

Aggregate of debt on which interest has ceased since maturity.....	\$2,740,830 26	\$220,722 99
--	----------------	--------------

#### DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	\$76,707 50	
Legal tender notes, 1862-63..	382,000,000 00	
Certificates of deposit.....	55,955,000 00	
Fractional currency, 1862-3-4.	45,719,792 72	
Coin certificates, 1863.....	33,469,000 00	
Unclaimed interest.....		29,834 84
Aggregate of debt bearing no interest.....	\$517,220,500 22	\$39,884 84

#### RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$1,213,238,050 00	
Bonds at 5 per cent.....	511,025,200 00	
	\$1,724,263,250 00	\$26,597,380 58
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent.....	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	\$14,678,000 00	46,300 00
Debt on which interest has ceased since maturity.....	2,740,830 26	220,722 99
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$382,076,707 50	
Certificates of deposit.....	55,955,000 00	
Fractional currency.....	45,719,792 72	
Coin Certificates.....	33,469,000 00	
	\$517,220,500 22	
Unclaimed interest.....		29,834 84
	\$2,258,892,580 48	\$28,894,238 41
Total debt, principal and interest, to date, including interest due and unpaid.....		\$2,285,786,818 89

#### AMOUNT IN TREASURY.

AMOUNT IN TREASURY.		
Coin.....		\$71,113,210 99
Currency.....		16,913,232 87
Special deposit held for redemption of certificates of deposit as provided by law...		55,955,000 00
		\$143,981,443 86
Debt, less amount in Treasury, Aug. 1, 1874	\$2,141,805,375 03	
Debt, less amount in Treasury, on the 1st ult.	2,143,088,241 16	
Decrease of debt during the past month..	\$1,282,866 13	
Decrease of debt since June 30, 1874.....	1,282,866 13	
BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES.		
INTEREST PAYABLE IN LAWFUL MONEY.		
	Amount	Accrued Interest not paid.
Central Pacific bonds, 1862-64	\$25,885,120 00	\$129,456 00
Kansas Pacific bonds, 1862-64	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64.	27,236,512 00	136,182 56
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	8,000 00
Western Pacific bonds, 1862-4	1,970,560 00	9,862 80
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	8,141 60

Interest paid by United States, \$24,325,306 98; interest repaid by transportation of mails, &c., \$5,331,289 17; balance of interest paid by United States, \$18,994,107 81.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, July 31, 1874.

B. H. BRISTOW,  
Secretary of the Treasury.

#### Exports of Railway Iron.

The exports of railway iron from the United Kingdom have presented some increase of late, having attained in June the very considerable total of 92,174 tons, as compared with 72,962 tons in June, 1873, and 81,164 tons in June 1872. Russia took 25,202 tons of our railway iron in June; Sweden and Norway, 11,672 tons; and the United States, 12,524 tons. The exports of railway iron from the United Kingdom in the six months ending June 30 this year amounted to 427,267 tons, against 348,757 tons in the first half of 1873, and 448,042 tons in the first half of 1872. Our largest foreign customer for railway iron this year has been Russia, which took 74,460 tons to June 30; the United States came next with 64,969 tons; Sweden and Norway next with 39,968 tons; and Australia next with 38,088 tons. The exports have increased this year to Russia, Sweden and Norway, Holland, Spain, Egypt, Brazil, Chili, British India and Australia; but they have decreased to Germany, Belgium, France, Italy, the United States, the Spanish West Indies, Peru and British America. The value of the railway iron exported in June was £1,111,893 as compared with £692,458 in June, 1873, and £831,946 in June, 1872, and in the nine months ending June 30 this year £5,494,764 as compared with £4,



586,877 in the first half of 1878, and £4,376,483 in the first half of 1872.—*Herapath*, July 18.

### Western Union Railroad.

The earnings of this road for the years ending December 31, 1872 and 1873, were as follows:

	1872.	1873.
From freight.....	\$603,098 97	\$895,308 86
" passengers.....	208,056 56	200,533 72
" mails, express, etc.	35,955 68	41,791 65

Total .....\$847,111 21 \$1,137,634 23

### Expenses (ordinary)—

Repairs of track.....	\$117,147 09	\$129,804 96
" bridges.....	2,398 32	7,348 81
" fences.....	2,285 28	3,725 94
" buildings.....	6,546 99	8,177 03
" locomotives.....	92,835 90	85,970 55
" cars.....	78,628 96	101,383 40
" tools, etc.....	5,619 79	6,175 69

Management & general office.....	22,827 28	23,175 03
Foreign agency and advertising.....	4,050 29	2,782 20
Station service.....	64,829 95	71,261 53
Conductors, baggage & brakemen.....	40,812 57	53,497 59
Engineers, firemen and wipers.....	49,059 27	63,639 84
Train & station supplies.....	15,312 65	20,045 46
Fuel consumed.....	83,097 09	108,616 88
Oil and waste.....	10,847 03	13,176 65
Personal injuries.....	1,017 42	2,481 60
Damage to property.....	515 20	2,147 45
Loss and damage of freight and baggage.....	3,607 46	3,518 41
Legal expenses.....	4,246 10	4,539 75
Taxes.....	31,233 66	30,700 75
Insurance.....	5,846 65	6,089 39
Miscellaneous.....	2,381 53	2,350 77

### Expenses (extraordinary)—

Renewal of track.....	22,152 34	84,874 37
New bridges.....	5,916 67	2,068 85
New fences.....	1,777 32	1,815 43
New buildings.....	3,431 04	7,587 07
New locomotives.....	117 49	.....
New tools and machinery.....	4,426 04	479 36
Savanna transfer.....	11,986 39	9,572 33
Car service.....	5,150 21	3,884 04
Train service (C., R. I. & P. R. R.).....	1,774 20	15,725 00
Locomotive service.....	3,585 00	1,625 80

Total .....\$702,960 18 \$878,241 37

Net earnings .....\$144,151 03 \$259,392 86

Compared with the year 1872, the gross earnings of 1873 show an increase of \$290,523 02, with an increase in operating expenses of \$175,281 19—making an increase in net earnings of \$115,241 83. Percentage of expenses to earnings, 77. The expenses are divided as follows:

	Ordinary.	Extraordinary.	Total.
1873.....	\$750,609 02	\$127,632 35	\$878,241 37
1872.....	642,643 48	60,316 70	702,960 18
	\$107,965 54	\$67,315 65	\$175,281 19

The expenditures for 1873, not charged to operating expenses were as follows:

Watertown Branch.....	\$30,114 33
Winter Bridge, Savanna.....	6,993 86
Pt. Byron and Rock Island Junction Railroad.....	125,364 55
Discounts and commissions.....	67,500 00
Equipment (new locomotives & cars).....	75,823 32
New locomotive (in process of construction).....	4,404 70
Racine Dredge.....	1,000 00
Racine Warehouse and Dock Co., for deficiency in grain received at Racine Elevator as per contract.....	24,809 72
Interest and exchange.....	13,184 79
Interest on bonded debt.....	197,107 73

Total .....\$546,303 00

The number of miles of road operated in 1872 (exclusive of side tracks) was 208½; and in 1873, 212½—an increase of 4 miles, viz: from Watertown to Hampton Coal Mines, completed in 1873. The 208½ miles operated in 1872, includes the distance between Port Byron and Rock Island Junction of 10 miles, which was operated but not owned in that year, but is now the property of the Western Union Railroad Company, having been purchased in 1873.

The equipment of the road consists of 30 locomotives (all coal burners); 11 first class passenger, 1 sleeping, 1 business, 3 baggage, mail and express, 9 baggage and second class, 372 box freight and caboose, 64 stock, 33 flat, 1 derrick, 1 pile driver and 48 coal cars.

Miles run by passenger trains, 174,784; by freight trains, 528,716; by coal and gravel trains, 48,215—total, 751,715.

Number of tons carried, 368,645; do. carried one mile, 41,299,377. Rate per mile, 2.17 cents. Number of passengers carried, 185,068; do. carried one mile, 5,126,787. Rate per mile, 3.91 cents. Earnings per mile run on freight \$1 69; do. on passengers, \$1.28. Expenses per mile run, \$1 25. Number of passengers carried per mile run, 1.06. Gross earnings per mile of road, \$5, 347 28; expenses, \$4,128 05; net earnings, \$1, 219 23.

### GENERAL ACCOUNT, December 31, 1873.

Cost of road.....	\$7,000,000 00
Right of way.....	\$500 00
Eagle Branch.....	422 146 98
Savanna Island Extension.....	48,413 52
Watertown Branch.....	54,933 13
Winter Bridge, Savanna.....	17,549 75
Equipment.....	163,182 52
New locomotive.....	4,655 73
Pt. Byron and Rock Island Junction R. R.....	125,364 55
Discount & commissions.....	67,500 00
Racine Dredge.....	1,000 00
Stock of material on hand.....	905,246 18
Int. on Sabula, Ackley & Dakota R. R. bonds.....	52,900 29
U. S. Government P. O. Department.....	\$62,300 00
New York Office.....	2,351 68
D. R. May, treasurer.....	995 39
Balance due from station agents, and other Co's.....	37,249 71
	4,606 62
	107,503 40
	\$8,065,649 87

Common stock.....	\$4,000,000 00
First mortgage bonds.....	3,500,000 00
	\$7,500,000 00
Unpaid pay rolls & bills.....	\$141,812 93
Milwaukee and St. Paul Railway Co.....	93,769 59
Bills payable.....	42,031 42
J. Macdonald and others.....	18,288 04
Racine Warehouse and Dock Co.....	39,952 29
Due other railways.....	35,415 00
	371,269 27
Income account.....	194,880 60
	\$8,065,649 87

President.—ALEX. MITCHELL.

Vice President.—S. S. MERRILL.

Directors.—W. S. Gurnee, Russell Sage, S. S. Merrill, Alex. Mitchell, Hans Crocker, Jno. W. Cary, Jno. L. Mitchell, John Plankinton, Henry T. Fuller, E. P. Barton, Wm. Shannon, D. W. Dame, H. A. Mills.

Secretary and Treasurer.—D. R. MAY.

Gen'l Superintendent.—D. A. OLIN.

### Iron Dams.

The *Elmira Gazette* urges a new departure in the method of constructing dams. It says:

Masonry is but a little better than earthwork when opposed by rushing water. What is needed, it seems to us, is material which will not crumble or break up when attacked by rushing water. A dam might be constructed with a frame work of iron held by subterranean guys anchored beyond the reach of the water. The foundation could be planted in a rock bed, or in the absence of rock, against a system of piling, so as to be absolutely immovable. Thus strength would be attained. By planking the iron frame and covering the latter with earth or cement, tightness would be secured. This system would achieve one end at least. In case of a break in the dam, no disaster could follow to the region below, because only a small portion would give way and the water would escape comparatively slowly. The anchor could be so disposed as to render a complete giving way impossible, or at least improbable. The matter of cost and the process of rendering the iron durable as against rust, are matters for engineers and iron makers to consider. We believe that for dams as well as bridges, iron is destined to come into use.

### The Postal Car Service.

We give below the letters of Isaac Hinckley, Esq., President of the Philadelphia, Wilmington and Baltimore Railroad Company, to the Postmaster General, on the controversy as to carrying the mails between Baltimore and Philadelphia; the replies of Postmaster General Marshall and Mr. Hinckley rejoinders which sufficiently explain the situation:

PHILADELPHIA, WILMINGTON & BALT. R.R. Co.,  
PRESIDENT'S OFFICE,  
Philadelphia, July 28th, 1874.

HON. F. W. MARSHALL, Postmaster General,  
Washington, D. C.

SIR:—I have the honor of acknowledging receipt of your letter of Saturday last, with enclosures.

I understand therefrom, that you decline increasing our compensation for mail-service, either directly, by paying us a sum greater than that now paid, or indirectly by dispensing with a portion of the car service now rendered by us, viz., an equivalent of more than eight cars to carry one car load of mails.

I understand, also, that you decline my proposition to continue the service for a reasonable compensation to be fixed by arbitrators or by a jury. The rate now paid us is but an insignificant fraction more than five mills per linear foot of car run by us in mail service one mile.

The rate reported as a proper one by the Senate Committee, after more than twelve months' consideration of testimony and examination of evidence, was eight mills per linear foot of car, or sixty per cent in excess of what we are now paid, per mile run.

The rate now paid us is not so large by from fifty to eighty per cent as is paid for mail-service upon several roads of much more importance than the Philadelphia, Wilmington and Baltimore Railroad. It is less than thirty per cent of the rate paid us for carrying express matter upon mail trains. We are paid for milk cars, on passenger accommodation trains, sixty five per cent more than we are paid for the same amount of car-service rendered to the Post Office Department.

We are paid for furnishing and moving upon slow freight trains, open platform-cars, loaded with bricks or pig iron, twenty-five per cent more than we are paid for furnishing, lighting, warming, and moving upon our fastest passenger trains the expensive postal cars with twenty-eight clerks or agents free, at our risk, whose fares alone, at regular rates, would amount to nearly forty per cent of our entire mail pay. And, in addition, your Department demands free transport at all

times for its special agents to the number of more than eighty.

The Department was notified, some weeks since, that we should cease to perform postal car service on and after the first proximo, unless we could be paid reasonable compensation, which we fixed at thirteen mills per linear foot of car, or portion of car, employed in mail transport, under certain conditions, as set forth on page 17 of a pamphlet, entitled "Postal Cars or No Postal Cars," which I forward herewith.

We, at the same time, offered to submit to the decision of arbitrators, or of the Courts, as to what constitutes reasonable compensation.

Senate Document No. 478, printed since the adjournment of Congress, and kindly sent me by yourself, enunciates (page 29) the opinion that eight mills would be a fair rate of payment, as that of the Senate Committee.

This Company now offers to continue the present service until the 1st January next, on condition that the terms be those set forth on page 17 of the pamphlet herewith sent, for the service from 1st July to 1st January next, with the exception that the price paid shall be that named by the Senate Committee, viz., eight mills instead of thirteen mills per linear foot of car used. And we still remain willing to submit the whole question of rates and conditions to arbitration or adjudication.

In offering to accept for the current six months the rate deemed fair by the Senate Committee, we are fully aware that we are offering to accept a rate lower than that now paid to railroad companies both larger and smaller than ours. And in so doing we are not influenced by any belief that it will afford reasonable compensation, (for we deny positively that it does,) but by our earnest desire to offer a compromise, which we think should be unobjectionable to the Post Office Department.

We now notify your Department that if, on and after the 1st proximo, your agents continue to use our postal cars for mail-service, it can only be upon terms now offered, or at rates deemed by us fully equivalent thereto. And if the cars be so used, we shall consider our terms accepted as above.

If you accept them, we beg you to consider that if on their examination by the next incumbent of your office, he deem it advisable to reject them on thirty days' notice, we shall make no objection to open up the whole question again.

It is with the greatest reluctance that we take this position, after years wasted in attempts to obtain justice at the hands of the Post Office Department, and after the fullest notice given both to Congress and the Department. But now, after ten years of entirely gratuitous service of our postal cars, introduced upon this road as early as upon any other road, and upon the assurance that we should be paid for their use, we can no longer consent that they be any longer furnished at the expense of our stockholders, nor do we think that the public wish them to be so furnished. Even at the inadequate rate of pay named by the Senate Committee, and which we offer to take for the current six months, we should have been paid over \$250,000—more than we have been paid for the past ten years, if, as I believe, our service has been, during those ten years, nearly as large as it is now.

If, in carrying out our determination to require reasonable compensation for our mail-service, it be alleged that by so doing we stop or impede the transportation of the mails—we deny the assertion.

We are not aware of any law which prevents payment by the Department, of reasonable compensation to mail-carriers, although advised that, in your opinion, such reasonable compensation must be denied to this company. Parties other than this company stand ready to perform the mail-service between Philadelphia and Baltimore, exactly in all respects as it is now performed, and so that the public would not be in any way affected by change of mail-carriers. If you will invite

such proposals, we guarantee that they will be received.

No interruption of mail-service is necessary—no inconvenience need be sustained by the public, and you need pay only reasonable compensation.

Respectfully requesting the favor of an early reply, I remain, very respectfully and truly,

Your obedient Servant,

ISAAC HINCKLEY, President.

POST OFFICE DEPARTMENT,  
WASHINGTON, D. C., July 29, 1874.

SIR: I have received your favor of yesterday and carefully noted its contents. In answer, I beg leave respectfully to refer to my letter to you, under date of the 25th instant, in which the views of the department as to its powers and duties under the law, with respect to the mail service on your road, between Philadelphia and Baltimore, and the compensation therefor, are fully stated. According to those views:

*First.* The department cannot allow for mail service on your road rates of compensation exceeding those prescribed by the laws.

*Second.* There is no authority of law for submitting the question of compensation to arbitration.

*Third.* The department does not and cannot assent to your proposition that the use of the postal cars on your road shall entitle your company to compensation at rates exceeding those fixed by law.

Very respectfully and truly yours,

J. W. MARSHALL,

Postmaster General.

ISAAC HINCKLEY, Esq., President Philadelphia, Wilmington and Baltimore Railroad Company, Philadelphia, Pa.

JULY 30, 1874.

HON. J. W. MARSHALL, Postmaster General,  
Washington, D. C.:

SIR: Your letter of the 29th inst. is in hand, acknowledging the receipt of my letter of the 28th inst., and advising me as follows, viz:

"*First.* That the department cannot allow for mail service upon your road rates of compensation exceeding those prescribed by the laws."

As a comment upon this assertion, I respectfully again call your attention to the fact that the department is now paying many railroad companies rates for mail service higher than those which we have offered to accept for the current six months, and that these higher rates are not confined to railroad companies performing a mail service smaller than that of this company, but are also paid to railroad companies whose mail service is larger than that which we perform.

"*Second.* That there is no authority of law for submitting the question of compensation to arbitration."

I regret that you decline to submit the question of reasonable compensation to the arbitration of disinterested parties. It has been the law in Great Britain for more than thirty-three years that differences of opinion as to rates of mail pay to railroad companies should be settled by arbitration; and in ordinary business, if buyer and seller do not agree as to price, the offer of the latter to allow the price to be fixed by arbitrators, and to allow, moreover, to the purchaser the subsequent option of acceptance or refusal, would, I think, be considered a very liberal one. This company is in the position of a seller who makes such an offer.

"*Third.* The department does not and cannot assent to your proposition, that the use of the postal cars on your road shall entitle your company to compensation at rates exceeding those fixed by the law."

In my letter of the 28th instant, the receipt of which you have acknowledged, you were notified that our postal cars can be used by the department only upon the terms and at the rates which were therein stated, or at rates deemed equivalent thereto by this company.

While declining our proposition you offer no

substitute, and are, of course, aware that you cannot use our cars after the 1st proximo, unless you can arrange with this company, or some other party, who will pay us a reasonable compensation for their use.

We should hesitate as to assuming this position if any delay of the mails or inconvenience to the public to the slightest extent will necessarily follow as a consequence. And, in order that the department and the public may lay the blame where it may belong if any such delay or inconvenience result, I call your attention to the fact that private contractors stand ready to perform the mail service in the same way precisely in which we have performed it to this date, and they will do this for such reasonable compensation as you can probably lawfully pay, for, although you construe the laws as forbidding you to pay reasonable compensation to this company, I doubt if it can be warped into such a construction in respect to contractors other than railroad companies.

It is no novelty for a railroad company to carry the mails for a contractor who makes his own terms with the Post Office Department.

It happens that I am president of one railroad company over whose tracks, for more than seven years past, the New York and Washington mails have been carried with regularity and despatch in postal cars, although the company does not own a postal car, nor pay anything for the use of a postal car. That company has no dealings with your department, nor does it recognize your department in any way. It is paid by a contractor more than thrice as much per car per mile for the mere haul as the department pays to the Philadelphia, Wilmington and Baltimore Railroad Company for furnishing, warming, lighting, and hauling the very same cars upon the Philadelphia, Wilmington and Baltimore Railroad, and for furnishing them upon the road to which I allude.

I have thus shown you, I hope conclusively:

*First*, that if your agents use our cars after the 1st prox., it can only be as a consequence clearly understood by you, of the acceptance of my offer, or the adoption of my suggestions.

*Second*, that if any delay of mails or inconvenience to the public be experienced in consequence of our postal cars not being used by the department, the public will see that this company is not responsible therefor.

Very respectfully and truly yours,

ISAAC HINCKLEY,  
President P., W. and B. R. R. Co.

POST OFFICE DEPARTMENT,  
Washington, D. C., July 31, 1874.

SIR: I am in receipt of your letter of July 30, 1874.

The propositions made therein are answered by my letter to you under date of the 29th, to which you are referred, and to which I can add nothing.

Very respectfully,

J. W. MARSHALL,

Postmaster General.

Isaac Hinckley, Esq., President Wilmington and Baltimore Railroad Company, Philadelphia, Pa.

PHILADELPHIA, WILMINGTON & BALT. R. R. Co. }  
PRESIDENT'S OFFICE,  
Philadelphia, August 1st. }

HON. F. W. MARSHALL, Postmaster General,  
Washington, D. C.

SIR: Your letter of the 31st ultimo was received this morning. It acknowledges the receipt of my letter of the 30th ultimo, and informs me as follows:—"That the propositions made therein are answered by my letter to you under date of the 29th ultimo"—and you refer me to that letter, to which you say that you can add nothing.

In reply, I can only refer you to my letters of the 28th and 30th ultimo, and again notify you that this company will not allow the Department to use our cars except on terms and conditions set forth therein.

If you ask us to continue the service a few



days, to enable you to contract with other parties, we shall cheerfully do so.

The question of interruption of the mail service rests with the Post-Office Department. There is not the slightest necessity of any interruption.

Several contractors are ready to make proposals to transport the mails each way between Philadelphia and Baltimore at the same speed and in exactly the same manner at which and in which they are now transported. I understand that they will, some of them at least, propose to perform the service at a less price per car per mile than you are now paying to three fourths of the railroad companies in the United States.

The course taken by your predecessor in office, in employing contractors who for more than seven years past have faithfully transported the New York and Southern and Western mails, is a safe precedent for you. Contractors stand ready to perform mail service between Philadelphia and Baltimore for about one-half the price per car per mile which you pay the contractor on the Junction Railroad for carrying the New York, Washington and Southwestern mail.

Comment is unnecessary. If there be any interruption of mail service between Philadelphia and Baltimore, it will be because the Department so wills.

Very respectfully your obedient servant,  
ISAAC HINCKLEY, President.

This letter was supplemented by the following telegram from Mr. Hinckley, dated Aug. 1:

I wrote you by to-day's mail that if you use our cars we consider that you agree to pay us the rate asked, viz: 60 per cent more than present rates, and that that rate shall cover the six months from July 1st to January 1st.

To which the Postmaster General replied under same date:

If you will not continue the transportation of the mails over your road on the terms and conditions prescribed in the law, refuse them when brought to you. Our Mr. Bangs is in Philadelphia with instructions as to mail service between Philadelphia and Baltimore.

PHILADELPHIA, August 1, 1874.

J. W. MARSHALL, Postmaster General:—

I have your telegrams. I shall not refuse to take the mails to-morrow if you send them to our station, for your act in asking us to carry the mails will be our assurance that you mean to pay us our price, and I leave you free to decide the question as to employing our services or not. You, of course, will not employ them unless you mean to pay for them. ISAAC HINCKLEY, President Philadelphia, Wilmington and Baltimore Railroad Company.

To which the Postmaster General replied on the 3d inst.

Your telegram is received, in which you say you will not refuse the mails if sent to your station. If you receive or carry them it must be only on the terms of the law. Under no circumstances can or will the department directly or indirectly undertake or assume to pay a greater compensation than the law allows. George S. Bangs, General Superintendent of the Railway Mail Service, is instructed accordingly.

Subsequently the Postmaster General, on receipt of the letter above referred to, sent the following:

Your letter of August 1, only just received, since my previous telegram of to-day was sent off. It would, if received earlier, have made no change in that telegram.

The following is the latest on the postal car controversy:

PHILADELPHIA, August 8, 1874.

J. W. MARSHALL, Postmaster General, Washington, D. C.:—

I have your telegrams Nos. 19 and 21. If your agents put mails into our cars at Washington, New York or elsewhere, we shall consider the act as an order to carry the mails on our road at the rates which we have given you. If you cannot pay those rates do not let your agents put any mail into any of our cars, and then plead ignorance of the obligations the Post Office Department is under in consequence. I shall not refuse to carry the mails at present.

ISAAC HINCKLEY,

President Philadelphia, Wilmington and Baltimore Railroad Company.

The following, with the above, will show how the postal car matter stands at present:—

WASHINGTON, D. C., August 3, 1874.

ISAAC HINCKLEY, President Philadelphia, Wilmington and Baltimore Railroad:—

Your telegram received, in which you say you will not refuse the mails if sent to your stations. If you receive and carry them it must only be on the terms of the law. Under no consideration can or will the department directly or indirectly undertake or assume to pay greater compensation than the law allows. GEORGE S. BANGS, General Superintendent Railway Mail Service.

The station agent is instructed accordingly.

J. W. MARSHALL, Postmaster General.

The Postmaster General, in a letter to William L. Hunt, Assistant Superintendent of the Railway Mail Service, referring to the above, says:— 'If after this the Philadelphia, Wilmington and Baltimore Railroad Company continue the mail service on their road, this action will be considered as a performance of the service for the compensation fixed by law.'

#### Erie Railway.

We gave last week an abstract of the decision of Attorney General Pratt on the application of John C. Angell against the Erie Railway Company. The following is the full text of the decision:

In the matter of the complaint of John C. Angell against the Erie Railway Company, the complainant makes application to the Attorney General for leave to bring an action against the Erie Railway Company and its directors to compel them to account for their official conduct and to restrain them from using or usurping powers not granted to them by the act of incorporation. As an action against the road and its directors might seriously affect the interests, not only of the corporations, but of stockholders and creditors, the Attorney General declined to act upon the affidavits produced by the complainant until notice had been given to the officers of the company and they had had opportunity to be heard.

Having now heard the allegations *pro* and *con*, and duly considering the same, the Attorney General is of the opinion that the complainant had entirely failed to sustain his allegation of corruption and willful violation of law on the part of the officer of the company. Indeed, the high character of the members of the Board of Directors for honesty and integrity is too well established in the business community to warrant any suspicion that they would intentionally violate the law, or willfully fail in discharging the trust imposed upon them as such directors. And still the Attorney General is not convinced by the able arguments of the counsel for the company, that it has not transcended, in several respects, the power which the company possess under its charter, and the laws of the State. At least there is so much doubt upon the question that he deems it best that it be settled by the courts.

First—As to the question of the purchase of the stock of the Buffalo, New York and Erie Railroad Company. Upon the affidavits the charge of the complainants, that the purchase was made in the interests of directors is wholly disproved, but the Attorney General finds no authority under the charter or elsewhere authorizing the company to

purchase the stock and give the notes of the company for it. The counsel for the company in the argument predicated the authority to purchase in the provision of the act of April 3, 1867, chapter 254. That act provides a method by which a railroad company holding another railroad under lease may absorb the leased road by exchanging stock, but it gives no right to one company to purchase the stock of another company. Although it may be doubtful whether the Erie Railway Company is subject to the prohibition in the General Railroad act, making it unlawful for one company to use its funds in the purchase of stock in another corporation, yet it comes within the general statutes of the State restricting corporations to the exercise of powers expressly granted or necessary to the exercise of those powers.

Second—In regard to the purchase of coal lands or stock in coal companies another grave question arises as to the power of the company. The counsel for the company in his argument claimed to find the power in the Erie Railway Company, as the successor to the rights, franchises, or privileges originally granted to the Hudson and Delaware Railroad Company. The Attorney General has not been able to satisfy himself that the Erie Railway has derived any such authority from that source. Nor can the power be implied. As coal is an article of merchandise to be found on sale in all places of any importance, it is not necessary for the purpose of the legitimate business of the road that it should mine its own coal.

Third—As to the power of the company to lease the Great Western Railway, the Attorney General has not found such power in the charter, or the statutes of the State. The act of 1839, chapter 218, makes it lawful for one railroad corporation to contract with another for the use of their respective roads, but the general power of one company to lease and take the entire management and control of the road of another corporation is clearly not found in this act. It is true that, in case of *Fisher vs. The New York Central and Hudson River Railroad Company*, (46 N. Y., 644,) the Court of Appeals assumes that a contract made under that act was a lease, but it is manifest that the question was only raised incidentally, and was not argued or carefully considered. The road claimed to have been leased to the Erie is the road of a foreign corporation lying most of it outside of the State, and outside of all allegiance to the laws of this State. That a domestic corporation may lease and run a railway in another State raises a serious question of corporate power which should be determined by the courts as speedily as may be.

As to the matter of the dividends, the allegation of intentional wrong on the part of the directors is disproved. Still the Attorney General is not satisfied that the condition of the finances of the company were such as to authorize the dividends in question. If that was the only question he should not be inclined to commence proceedings for that cause alone.

There are other points suggested wherein it is claimed that the company have exercised powers not possessed by it which are not necessary to be examined now, as the questions already examined are sufficient to authorize the commencement of an action. They may, therefore, be properly for the courts to pass upon.

Simply giving his impression, the Attorney General is of opinion that some of the conceded acts of the company raise serious questions of corporate power which should be determined by the courts.

Without making an elaborate argument, but as the directors have acted in good faith, the management of the business of the corporation may safely be left with them pending litigation.

The Attorney General in assenting to the commencement of an action will feel it his duty to see that the proceedings shall be conducted so as to occasion as little inconvenience to the business of the company as possible.

DANIEL PRATT, Attorney General.

## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Central Pacific:</b>													
1907.....	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,663
1908.....	44,663	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	291,422	286,562	342,743	2,300,767
1909.....	212,604	218,982	291,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,580	467,659	5,670,882
1910.....	413,104	294,176	458,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	683,692	7,995,116
1911.....	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1912.....	592,223	571,636	675,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285,567	1,299,900	1,037,992	12,734,729
1913.....	852,860	694,015	939,778	1,129,469	1,378,675	1,301,292	1,211,765	1,253,500	1,392,125	1,423,875	1,296,812	1,072,750	13,933,969
1914.....	848,558	794,000	867,668	1,132,000	1,360,000	1,380,000	.....	.....	.....	.....	.....	.....	.....
<b>Chicago and Alton:</b>													
1909.....	343,182	315,099	358,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,563
1910.....	281,109	316,087	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1911.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1912.....	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,316	352,604	5,156,326
1913.....	347,372	396,307	420,898	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
<b>Chicago and Northwestern:</b>													
1909.....	.....	.....	.....	.....	.....	396,100	251,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1910.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1911.....	482,164	499,296	468,358	585,823	747,942	702,691	767,508	946,707	932,683	754,671	647,842	547,942	7,976,190
1912.....	523,566	399,917	525,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,559	9,299,436
1913.....	696,147	574,664	766,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1914.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1915.....	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,355,467
1916.....	706,025	753,782	853,359	929,077	1,177,897	1,139,234	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1917.....	656,428	602,482	774,994	787,641	1,094,101	962,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1918.....	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	869,780	12,272,645
1919.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	1,019,501	13,816,465
1920.....	993,490	903,021	1,039,986	1,074,725	1,272,293	.....	.....	.....	.....	.....	.....	.....	.....
<b>Cleveland, Col., Cin. and Indianapolis:</b>													
1909.....	204,112	180,840	230,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1910.....	203,069	226,897	244,182	244,046	260,169	274,021	249,355	319,012	317,887	332,239	319,573	284,156	3,273,719
1911.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1912.....	340,791	320,022	372,974	381,113	873,619	341,104	326,288	401,252	417,228	439,581	389,830	358,743	4,492,625
1913.....	363,921	413,043	448,924	413,443	436,469	411,260	393,066	465,503	466,796	423,893	327,804	322,596	4,887,448
1914.....	363,053	276,099	318,976	342,247	306,778	330,754	.....	.....	.....	.....	.....	.....	.....
<b>Erie:</b>													
1911.....	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,075	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1912.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,560,023	1,625,243	1,645,464	1,743,752	1,704,374	1,392,615	18,094,096
1913.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,686,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1914.....	1,462,650	1,278,775	1,413,223	1,505,550	1,687,772	1,677,946	.....	.....	.....	.....	.....	.....	.....
<b>Illinois Central:</b>													
1909.....	587,443	536,165	444,443	618,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1910.....	569,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,481
1911.....	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1912.....	624,744	529,617	663,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1913.....	637,436	531,627	575,393	559,871	648,955	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,226,754
1914.....	602,241	597,429	660,759	635,912	635,459	742,600	618,840	769,748	884,485	797,121	636,039	703,692	8,026,325
1915.....	611,491	638,668	567,554	580,921	647,592	678,728	.....	.....	.....	.....	.....	.....	.....
<b>Kansas Pacific:</b>													
1911.....	133,673	162,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1912.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1913.....	160,567	194,786	300,719	382,300	332,764	312,614	323,251	328,189	335,755	392,510	265,217	201,462	.....
<b>Lake Shore and Michigan Southern:</b>													
1911.....	1,082,595	1,076,112	1,812,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,949	1,402,597	1,345,316	1,235,285	14,797,975
1912.....	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,746	1,225,708	1,459,360	1,635,691	1,764,788	1,568,424	1,483,480	17,591,629
1913.....	1,412,368	1,549,285	1,735,736	1,694,643	1,680,968	1,585,369	1,451,762	1,582,531	1,776,420	1,742,516	1,375,565	1,546,983	19,134,136
1914.....	1,519,249	1,305,132	1,371,645	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Marietta and Cincinnati:</b>													
1911.....	130,883	126,224	140,740	118,173	119,660	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1912.....	152,577	142,408	150,784	145,858	158,717	164,587	149,550	162,521	191,941	208,977	207,911	204,196	2,029,927
1913.....	169,843	161,132	179,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	157,193	150,301	2,126,875
1914.....	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Michigan Central:</b>													
1909.....	584,120	820,636	586,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1910.....	537,992	829,128	584,431	412,030	405,283	363,187	329,891	378,880	487,990	511,447	453,873	387,827	4,755,968
1911.....	418,755	442,685	496,980	470,703	480,847	427,096	422,015	529,890	628,680	552,802	577,434	507,095	5,940,102
1912.....	411,113	384,058	449,453	485,560	457,282	398,300	402,084	460,101	536,603	641,807	457,603	464,163	5,608,117
1913.....	379,836	440,261	507,314	556,180	542,058	480,028	467,553	452,350	617,291	587,031	506,794	552,548	6,089,534
<b>Milwaukee and St. Paul:</b>													
1909.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	625,547	724,732	1,040,102	801,195	496,569	7,250,090
1910.....	596,171	382,823	577,571	443,132	730,700	755,737	696,434	601,020	868,318	909,313	791,014	529,758	7,420,421
1911.....	396,760	327,431	400,149	453,884	692,568	658,017	481,113	506,557	615,346	841,150	644,625	473,295	6,690,695
1912.....	460,956	387,565	426,223	474,195	590,432	564,769	488,348	565,729	611,961	950,945	702,858	513,757	6,957,717
1913.....	534,715	423,716	555,276	574,258	805,802	929,211	834,341	767,971	1,193,210	1,012,741	771,780	843,192	9,046,124
1914.....	664,400	657,500	576,620	742,050	964,800	886,900	749,200	.....	.....	.....	.....	.....	.....
<b>Pacific of Missouri:</b>													
1909.....	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,615	350,613	329,243	298,708	271,207	3,184,282
1910.....	202,447	260,617	294,574	285,510	283,221	263,328	280,449	345,19					



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS

## HORSE PASSENGER RAILROAD SHARE LIST

## PASSENGER RAILROAD BONDS.

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Value of Shares.		COMPANIES.	Amount outstanding.	Inter st.	Payable.	Principal Payable.	Market Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.	Dividends on paid Capital.	Par.						
Sept. 30, '73	9.50	114	40	Albany.....N.Y.	190,590	190,000	59,000		101,301	26,019	8	100	100	Albany:	50,000		7 J & J. 1883	....
Sept. 30, '73	1.04			Albany st. Freight (B'ton).Mass.	48,709	75,000			7,229	894	100	100	1st Mortgage.....	115,000		7 A & O. 1881	....	
Oct. 31, '73	25.00	449	78	Atlantic Avenue (B'klyn).N.Y.	725,723	680,000	456,800	32,266	206,857	42,314	100	100	1st Mortgage.....	100,000		7 A & O. 1884	....	
Sept. 30, '73	11.83	344	50	Avenue C (N.Y. City).....N.Y.	540,360	500,000	900,000	109,019	230,082	32,540	100	100	3d Mortgage.....	166,000		7 J & J. 1885	....	
Sept. 31, '73	7.5	697	94	Baltimore City (Balt.).Md.	1,038,456	1,000,000		98,000			3	25	25	Avenue C:				
Dec. 31, '73	22.01	400	50	Bleecker St. & F.F. (N.Y.C.).N.Y.	1,801,673	900,000	694,000	46,850	257,704	37,697	100	100	1st Mortgage.....	900,000		7 A & O. 1896	....	
Sept. 30, '73	4.63			Boston and Chelsea.....Mass.	110,000	110,000			8,900	7,789	7.7	100	100	Bleeker St. & Fulton Ferry:				
Sept. 30, '73	1.25			Boston & West Roxbury.Mass.	56,133	41,000					100	100	100	1st Mortgage.....	694,000		7 J & J. 1880	....
Sept. 30, '73	13.88	264	50	Broadway (Brooklyn).....N.Y.	378,029	200,000	100,000	52,395	180,504	43,404	12	100	100	Broadway (Brooklyn):				
Sept. 30, '73	24.25	1098	135	B'way & 7th Av. (N.Y.C.).N.Y.	3,847,159	2,100,000	1,500,000	200,000	920,158	294,449	6	100	100	Broadway and 7th Avenue:				
Sept. 30, '73	7.00			Brooklyn, Bath & Coney I.N.Y.	245,048	180,000	80,000		65,906	30,566	100	100	100	1st Mortgage.....	500,000		7 J & D. 1882	....
Sept. 30, '73	7.50	1922	401	Brooklyn City.....N.Y.	2,424,800	2,000,000	300,000	90,000	1,496,294	306,196	14	100	100	Brooklyn Bath & Coney I.:				
Sept. 30, '73	81.50	242	68	Brooklyn City & Newtown.N.Y.	513,273	300,000	400,000	32,353	197,186	66,122	100	100	100	Brooklyn City:				
Sept. 30, '73	18.50	200	50	Brooklyn, Cross-Town.....N.Y.	663,517	300,000	300,000	40,765	167,843	27,229	100	100	100	Brooklyn City & Newtown:				
Sept. 30, '73	17.64	302	83	Buffalo street.....N.Y.	525,984	100,000	421,119	88,276	324,266	137,407	100	100	100	1st Mortgage.....	300,000		7 J & J. 1883	....
Sept. 30, '73	11.13	142	26	Bushwick (Brooklyn).....N.Y.	389,971	300,000	102,000	2,628	44,408		100	100	100	Brooklyn Cross-Town:				
Sept. 30, '73	23.19			Cambridge (Boston).....Mass.	800,500	800,500	150,000		73,486	73,486	9	100	100	1st Mortgage.....	300,000		7 J & J. 1883	....
Sept. 30, '73	1.70	22	4	Central City (Syracuse).N.Y.	29,473	21,130	6,000		20,164	14,084	12	100	100	Buffalo Street:				
Sept. 30, '73	24.00	960	128	Cent. P. & E.R. (N.Y.C.).N.Y.	1,948,586	1,687,700	1,200,000	8,857	909,098	342,290	100	100	100	1st Mortgage.....	400,000		7 J & J. 1883	....
Oct. 31, '73	9.00	208	40	Citizens' (Pittsburg).....Pa.	270,071	184,000			184,248	78,365	16	50	46	Brooklyn City & Newtown:				
Oct. 31, '73	7.25	50	10	Citizens' (Phila.).N.Y.	212,320	192,750		1,000	300,145	95,884	17	50	191	1st Mortgage.....	300,000		7 J & J. 1883	....
Sept. 30, '73	20.40	240	24	Coney Island (Brooklyn).N.Y.	698,806		369,000	39,924	221,891	51,196	8	100	100	Bushwick:				
Sept. 30, '73	10.70	960	127	Dry Dock, E.B. & B. (N.Y.C.).N.Y.	2,090,847	1,200,000	1,000,000		1,275,623	640,633	8	100	100	1st Mortgage.....	102,000		7 J & J. 1859	....
Sept. 30, '73	3.59	12	3	Dunkirk and Fredonia.....N.Y.	43,609	35,100			4,111	4,111	8	100	100	Cambridge (Boston):				
Oct. 31, '73	1.62	14	4	Easton and S. Easton.....Pa.	25,962	29,562			10,946	3,320	25	16		1st Mortgage sinking fund	150,000		6 J & J. 1861	....
Sept. 30, '73	9.50	1002	120	Elgin City.....N.Y.	1,083,574	1,000,000	203,000	66,200	798,040	149,504	12	100	100	Central Park, N. & E. River:				
Oct. 31, '73	2.32	24	6	Errie City.....N.Y.	36,997	19,807	20,000	2,341	13,287	2,184	50	42		1st Mortgage.....	550,000		7 F & A. 1892	....
Oct. 31, '73	5.50	60	23	Federal St. & Pl. Val. (Pbg.).Pa.	132,842	66,250	90,000		45,735	9,000	25	22		2d Mortgage.....	650,000		7 M & N. 1890	....
Sept. 30, '73	2.60	18	6	Fifth Ward (Syracuse).....N.Y.	44,766	29,335	10,000	2,150	13,699	1,673	100	100		Coney Island & Brooklyn:				
Sept. 30, '73	10.26	389	56	Frankford & Southwark (Ph.).Pa.	1,064,679	748,200	236,000	29,301	580,757	293,048	9	100	100	1st Mortgage.....	307,000		7 J & J. 1887	....
Oct. 31, '73	17.04	359	56	Frankford & Southwark (Ph.).Pa.	844,171	498,200	290,500		412,325	91,138	10	50	50	D. Dock, E. Bdw. & Battery:				
Sept. 30, '73	4.00	26	6	Genesee & Water St. (Syr.).N.Y.	67,017	42,500	14,200		31,589	19,085	5	100	100	1st Mortgage.....	1,000,000		7 J & D. 1855	....
Oct. 31, '73	33.75	360	64	Germantown (Phila.).N.Y.	562,270	307,545	350,000		405,614	97,884	6	50	31	1st Mortgage.....	203,000		7 J & J. 1890	....
Sept. 30, '73	7.75	182	37	Gr'd St. & Newtown (B'klyn).N.Y.	310,443	170,000	90,000	12,878	107,824	22,093	100	100	100	Empire:				
Sept. 30, '73	7.00	200	40	Gr'd St. Prop. P. & Flatb. N.Y.	437,011	200,000	200,000	37,028	80,086	1,016	100	100	100	1st Mortgage.....	150,000		7 J & J. 1890	....
Oct. 31, '73	7.25	200	42	Green and Coates st. (Phila.).Pa.	244,441	150,000	100,000		180,268		4	50	30	42d St. & G'd St. Ferry (N.Y.).				
Oct. 31, '73	2.12	10	4	Harrisburg City.....Pa.	60,250	41,994	12,500	1,604	7,185		25	25		1st Mortgage.....	236,000		7 A & O. 1878	....
Sept. 30, '73	11.95	140	26	Harl. Br. & Morr. & F'dham. N.Y.	287,362	29,120	135,000		89,000	18,391	9	50	50	Federal St. & Pleasant Val.:				
Oct. 31, '73	11.00	378	60	Heat, Mant. & F'mount (Ph.).Pa.	388,456	299,423	100,000	27,000	292,610	71,442	9	50	50	1st Mortgage.....	25,000		7 A & O. 1878	....
Sept. 30, '73	6.25	92	26	Jamaica, Woodh'n & B'klyn. N.Y.	100,000	100,000			23,132	1,970	100	100	100	2d Mortgage.....	50,000		7 J & J. 1871	....
Sept. 30, '73	3.25	33	9	Kingston and Rondout.....N.Y.	83,285	75,000			24,792	5,161	5	100	100	Frankford and Southwark:				
Oct. 31, '73	5.01	117	20	Lombard and South st. (Ph.).Pa.	170,402	105,000	62,500		99,104	35,905	10	25	124	1st Mortgage.....	155,500		7 J & J. 1877	....
Sept. 30, '73	4.04	50	12	Lowell Horse.....Mass.	81,704	80,000		3,500	34,127	2,597	100	100	100	2d Mortgage.....	100,000		7 M & N. 1891	....
Sept. 30, '73	11.62	239	35	Lynn and Boston.....Mass.	277,581	200,500	50,000	43,697	164,270		100	100	100	Germantown:				
Sept. 30, '73	3.60			Malden and Melrose (B'tn).Mass.	60,246	165,500	75,000				100	100	100	1st Mortgage.....	250,000		7 J & D. 1879	....
Sept. 30, '73	3.46			Medford & Charleat. (B'tn).Mass.	34,600	21,000	5,000		2,240	819	4	100	100	2d mortgage.....	100,000		7 J & J. 1884	....
Sept. 30, '73	5.26	65	15	Merrimac Valley.....Mass.	63,000	50,000			34,845	656	4	100	100	Green and Coates street:				
Sept. 30, '73	46.29	1220	204	Metropolitan (Boston).....Mass.	2,371,609	1,600,000	589,390	982,894	91,633	3	100	100	45	1st Mortgage.....	100,000		7 J & J. 1878	....
Sept. 30, '73	16.24	285	53	Middlesex (Boston).....Mass.	679,675	400,000	184,500	168,822	223,893	26,112	100	100	100	Grand St. & Newtown:				
Sept. 30, '73	1.76	4	2	Mohawk and Ilion.....N.Y.	17,500	15,000			5,496	2,400	16	100	100	1st Mortgage.....	90,000		7 A & O. 1887	....
Sept. 30, '73	4.00			New York Elevated.....N.Y.	1,500,000	754,200		91,848	61,602		100	100	100	Grand St. P. P. & Flatbush:				
Sept. 30, '73	6.10	220	27	Ninth Avenue (N.Y. City).N.Y.	999,109	797,320	207,000	13,648	95,704	3,782	100	100	100	1st Mortgage.....	200,000		7 J & J. 1891	....
Sept. 30, '73	3.21	10	2	Northampton & W'mburg. Mass.	50,000	50,000		6,499	5,832		100	100	100	Harl. Br. Morris' & Fordh.:				
Sept. 30, '73	10.88	126	30	North 2d St. & Middle Vil. N.Y.	200,765	134,500	25,000	46,457	65,641	570	100	100	100	1st Mortgage.....	135,000		7 J & J. 1889	....
Sept. 30, '73	2.74	7	2	North Woburn (Boston).Mass.	35,310	20,800			1,92,									



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. .... 100	13,280,000	J. & J.	July '74 34	Long Island. .... 50	3,000,000	M. & S.	May '73 10a	Vermont and Mass. .... 100	\$2,800,000	A. & O.	Apr. '74 1
Allegheny Valley .... 50	2,266,350	J. & J.	July '73 4	Louisv., Cin. and Lex. .... 50	1,023,483	J. & J.	July '69 3	Warren (N. J.) .... 100	1,800,000	J. & D.	Dec. '73 34
Atlanta and West Point. .... 100	1,232,200	J. & J.	July '73 4	..... pref. 100	848,700	J. & J.	Jan. '74 4	Warwick Valley. .... 100	225,000	A. & O.	Apr. '72 24
Atlantic and Gulf .... 100	3,693,200	J. & J.	July '73 4	Louisville & Nashville. .... 100	8,980,600	F. & A.	Feb. '74 4	West Jersey. .... 100	1,559,750	F. & A.	Feb. '74 4
..... guar. 100	780,476	M. & N.	Nov. '73 34	Louisv., N. Alb. & Ohi. .... 100	3,000,000	J. & D.	Dec. '70 3	Winchester & Potomac. .... 100	180,000	J. & J.	July '74 3
Atlantic and St. Law. .... 100	39,494,900	M. & S.	Sept. '73 2	Lowell and Lawrence. .... 100	200,000	A. & O.	Apr. '74 3	Winchester & Strasburg. .... 100	500,000	J. & J.	July '74 34
..... new 1870. 100	1,500,000	J. & J.	July '74 3	Lykens Valley. .... 20	600,000	F. M. A. N.	Feb. '73 24	Worcester and Nashua. .... 75	1,400,555	J. & J.	July '74 35
Avon, Genesee & Mt. M. .... 100	194,250	A. & O.	Oct. '72 14	Macon and Western. .... 100	2,600,000	J. & J.	July '73 5				
Baltimore and Ohio. .... 100	13,151,962	M. & N.	May '74 5	Maine Central. .... 100	3,400,500	J. & J.	May '74 5				
Washington Br. pref. .... 50	1,650,000	A. & O.	Apr. '74 5	Manchester and Law. .... 100	1,000,000	M. & N.	May '74 5				
Parkersburg Br. pref. .... 50	5,680,685	J. & J.	July '74 12	Marletta & Cincinnati. .... 50	1,372,891	J. & J.	May '74 5				
Berkshire. .... 100	600,000	J. A. J. O.	July '74 12	..... 1st pref. 50	8,130,719	M. & S.	Sep. '66 3a	Albany City. .... 100	110,300	J. & J.	Jan. '74 3
Blossburg & Corning. .... 50	250,000	J. & D.	Dec. '72 34	..... 2d pref. 50	4,460,368	M. & S.	Sep. '66 3a	Baltimore City. .... 100	803,000	J. & J.	Jan. '74 3
Boston and Albany. .... 100	19,664,100	M. & N.	May '74 5	Massachusetts. .... 100	400,000	F. & A.	Feb. '74 3	Bleeker St. & F. Y. (N.Y.) .... 100	900,000	J. & J.	Jan. '74 3
Bos., Cin. & Fitchburg. .... 100	633,200	J. & J.	June '74 3	Memphis & Charleston. .... 25	5,812,725	J. & D.	Jan. '69 3	Boston and Chelsea. .... 100	110,000	A. & O.	Apr. '74 4
Agricultural Br. guar. .... 100	60,000	J. & D.	June '74 3	Michigan Central. .... 100	18,733,204	J. & J.	Jan. '73 4a	Broadway (Brooklyn). .... 100	200,000	J. A. J. O.	Apr. '73 3
Bost., Conc. & Mont. .... 100	800,000	M. & N.	May '74 3	Mill Creek & Minehill. .... 50	323,375	J. & J.	July '74 5	Broadw. & 7th Av. (N.Y.) .... 100	2,100,000	J. & D.	Jun. '70
Boston and Lowell. .... 100	2,852,900	J. & J.	July '74 34	Milwaukee and St. Paul. .... 100	15,399,261	J. & J.	Dec. '70 7a	Brooklyn City. .... 100	1,500,000	F. M. A. N.	May '74 3
Boston and Maine. .... 100	6,810,807	M. & N.	May '74 4	..... pref. 100	12,274,483	F. & A.	Aug. '74 34	Brooklyn City & Newt. .... 100	600,000	J. & J.	July '70
Boston and Providence. .... 100	3,950,000	M. & N.	May '74 5	M. Hill & Schuyl. Hav. .... 50	3,850,450	J. & J.	July '74 34	Brooklyn and Jamaica. .... 100	488,100	J. & J.	July '70
Buffalo, N. Y. and Erie. .... 100	960,000	F. & A.	Feb. '74 34	Morris and Essex. .... 100	14,008,100	J. & J.	July '74 34	Bushwick (Brooklyn). .... 100	302,000	J. & J.	July '71 34
Burlington and Mo. Riv. .... 100	5,936,000	M. & S.	Mar. '74 5	Nashua and Lowell. .... 100	800,000	M. & N.	May '74 5	Cambridge. .... 100	727,800	A. & O.	Apr. '74 44
..... pref. 100	1,485,900	M. & S.	Mar. '74 5	Naugatuck. .... 100	1,881,900	F. & A.	Aug. '74 64	Can. Park, N. & E. Riv. .... 100	1,068,400	A. & O.	Oct. '67 23
Camden and Amboy. .... 50	5,847,800	J. A. J. O.	July '74 24	Nequehoning Valley. .... 50	1,000,000	M. & S.	Mar. '74 5	Citizens' (Phil.). .... 50	600,000	J. & J.	July '74 9
Camden and Atlantic. .... 50	379,020	J. & J.	Nov. '73 34	Newark and N. York. .... 100	977,400	J. & J.	Jan. '74 34	Citizens' (Pbg.). .... 50	200,000	M. & N.	Nov. '71 7
..... pref. 50	752,700	J. & J.	Nov. '73 34	New Bedford. .... 100	1,010,100	M. & N.	May '74 4	Coney Island & Brookl. .... 100	200,000	J. & J.	Nov. '71 7
Cape Cod. .... 50	1,020,330	J. & J.	Jan. '72 24	N. Castle & Beaver Val. .... 50	1,600,000	J. A. J. O.	Apr. '74 24	D. Dock, E. B'dw. & Bat. .... 100	1,200,000	F. M. A. N.	Feb. '74 2
Cape May and Millville. .... 50	447,000	J. & D.	Dec. '73 3	N. Haven & Northamp. .... 100	600,000	J. A. J. O.	Sep. '72 3	Elizabethtown (N.Y.). .... 100	200,000	J. & J.	Apr. '71 3
Catawauqua & Fogelsv. .... 50	420,900	Novemb.	Nov. '71 6	New Jersey. .... 100	7,292,200	J. A. J. O.	July '74 24	42nd St. & G. St. Ferry. .... 100	748,000	J. & J.	July '74 34
Catawissa. .... 50	1,159,500	J. & J.	July '74 3	New London Northern. .... 100	1,418,800	J. & J.	July '74 4	Frankf. & Southw. (Ph.) .... 50	491,780	J. & J.	July '74 5
..... pref. 50	2,200,000	M. & N.	May '74 34	N. Y. Cen. & Hudson R. .... 100	89,423,330	A. & O.	Apr. '74 4	Germantown (Ph.) .... 50	1,000,000	J. & J.	July '74 5
Cayuga and Susq. .... 50	589,110	J. & J.	July '74 5	New York and Harlem. .... 100	3,500,000	J. & J.	July '74 4	Girard College (Ph.). .... 100	500,000	J. & J.	July '71 3
Cedar Rapids & Mo. R. .... 100	6,850,400	M. & N.	May '74 14	..... pref. 100	1,500,000	J. & J.	July '74 4	Grand St. and Newton. .... 100	170,000	J. & J.	July '71 2
..... pref. 100	769,600	F. & A.	Aug. '74 34	N. Y., N. H. & Harf. .... 100	15,000,000	J. & J.	July '74 6	Green & Coates St. (Ph.) .... 50	500,000	J. & J.	July '74 4
Central of Georgia. .... 100	4,666,800	J. & J.	July '73 8	N. Y., Provid. & Boston. .... 100	2,000,000	J. A. J. O.	July '74 24	Heston, Mantau & Fairm. .... 50	2,050,000	J. & J.	July '74 14
Central of New Jersey. .... 100	20,000,000	J. A. J. O.	July '74 24	Niag. Bridge & Canad. .... 100	1,000,000	J. & J.	July '74 3	Lomb. & South Sts. (Ph.) .... 25	105,000	A. & O.	Oct. '71 6
Central Ohio. .... 50	2,425,000	J. & D.	June '74 3	North Carolina. .... 100	4,900,000	Irregular.	Jan. '73 3	Lynn and Boston. .... 100	200,000	J. & J.	Oct. '71 6
..... pref. 50	400,000	J. & D.	June '74 3	N. Eastern (N. C.) pref. .... 100	111,000	M. & N.	May '67 4	Malden and Melrose. .... 100	200,000	J. & J.	Oct. '71 6
Central Pacific. .... 100	54,275,000	J. A. J. O.	Sept. '73 3	North Pennsylvania. .... 50	3,473,500	January.	Jan. '74 5	Metropolitan (Boston). .... 50	1,500,000	M. & N.	July '74 34
Chemung. .... 100	2,100,000	J. & J.	Oct. '72 14	Northern Central. .... 50	8,842,600	M. & N.	Jan. '74 34	Middlesex (Boston). .... 100	400,000	A. & O.	Apr. '73 4
Cheshire, preferred. .... 100	9,929,900	M. & S.	Mar. '74 5	Northern New Hampshire. .... 100	3,068,400	J. & D.	June '74 4	Ninth Avenue (N. Y.). .... 100	797,320	J. & J.	Apr. '73 4
Chesire and Alton. .... 100	2,425,400	M. & S.	Mar. '74 5	Norfolk and Worcester. .... 100	1,000,000	J. & J.	July '74 4	Orange and Newark. .... 100	282,555	J. & J.	July '74 5
..... pref. 100	10,897,000	M. & S.	Mar. '74 5	Ogden & W. Champl. .... 100	2,823,400	J. & J.	July '74 5	Philadelphia City. .... 100	750,000	J. & J.	July '74 5
Chicago, Burl. & Quinsv. .... 100	3,916,300	J. & J.	July '74 4	..... pref. 100	2,000,000	A. & O.	Apr. '74 4	Philadelphia and Darby. .... 20	200,000	J. & J.	July '71 2
Chicago, Iowa & Nebraska. .... 100	14,993,000	J. & J.	July '74 4	Ohio and Mississippi. .... 100	19,995,847	J. A. J. O.	Dec. '72 34a	Phila. and Grey's Ferry. .... 50	284,775	J. & J.	July '74 24
Chicago & N. Western. .... 100	21,474,113	J. & J.	July '74 34	Oil Cr. & Allegheny R. .... 100	4,024,474	J. & D.	Dec. '72 34a	Pbg. Alleg. & Manchester. .... 50	200,000	M. & N.	Nov. '69 8
..... pref. 100	19,000,000	A. & O.	Apr. '74 4	Old Colony & Newport. .... 100	4,289,450	J. A. J. O.	Jan. '74 3	Second Avenue (N. Y.). .... 100	888,100	J. A. J. O.	Oct. '73 2
Ohio, Ham. & Dayton. .... 50	3,500,000	A. & O.	Apr. '73 4	Oswego and Syracuse. .... 100	6,297,900	J. & J.	July '74 34	Sixth Avenue (N. Y.). .... 100	962,100	J. & J.	July '74 5
Cin. Sand. and Clev. .... 50	2,980,500	A. & O.	Apr. '72 10a	Pacific of Missouri. .... 100	482,400	F. & A.	Feb. '74 4	Third Avenue (N. Y.). .... 100	500,000	J. & J.	July '74 5
..... pref. 50	429,040	F. & N.	May '74 2	Panama. .... 100	3,635,750	J. A. J. O.	July '74 14	13th & 15th street (Ph.) .... 50	1,700,000	M. & N.	May '71 3
Clev. Col., Cin. & Ind. .... 100	14,991,275	M. & N.	May '74 34	Patterson and Hudson. .... 100	7,000,000	J. & J.	July '74 3	Somerville (Boston). .... 100	75,000	J. & N.	May '74 3
Cleveland & Mahoning. .... 50	3,067,569	M. & N.	May '74 34	Patterson and Newark. .... 100	630,000	J. & J.	July '74 4	South Boston. .... 100	400,000	J. A. J. O.	July '74 24
Cleveland & Pittsburg. .... 50	11,236,150	F. M. A. N.	May '74 14	Patterson and Ramapo. .... 100	500,000	J. & J.	Jan. '74 4	Union (Boston). .... 100	200,000	J. & J.	July '72 74
Col., Chic. & Ind. Cen. .... 100	13,000,000	M. J. S. D.	June '74 2	Pemb. & Hightstown. .... 50	342,150	J. & J.	Jan. '74 4	Union (Phila.). .... 50	400,000	J. & J.	July '74 8
Col., Chic. & Xenia. .... 50	1,786,800	F. & A.	Feb. '74 5	Pennsylvania. .... 100	68,144,475	M. & N.	May '74 5	West Philadelphia. .... 50	400,000	J. & J.	July '74 10
Colum. & Hocking Val. .... 100	2,500,000	F. & A.	Feb. '74 5	Phil. & Reading. .... 50	2,004,300	F. & A.	Feb. '74 4				
Colum. & Hocking Val. .... 100	1,600,000	M. & N.	May '74 5	..... pref. 50	1,651,300	J. & J.	July '74 4				
Concord. .... 50	850,000	J. & J.	July '74 34	Phila. and Trenton. .... 100	1,259,100	J. A. J. O.	July '74 24				
Concord and Ports. .... 100	2,100,000	F. & A.	Aug. '74 3	Phila. and Trenton. .... 100	11,455,750	J. & J.	July '74 4				
Conn. & Passaic p. div. I. .... 0	1,950,000	J. & J.	July '74 5	Phila., Wil. & Balt. .... 100	19,714,285	J. A. J. O.	July '74 14				
Connecticut River. .... 100	1,450,250	A. & O.	Apr. '74 4	Pittab., Ft. W. & Chi. .... 100	11,455,750	J. A. J. O.	July '74 14				
Cumberland Valley. .... 50	900,000	M. & N.	Nov. '73 5	..... Special Imp. .... 100	2,000,000	J. A. J. O.	Apr. '74 14				
Danbury and N. Y. .... 50	1,230,941	J. & J.	July '74 34	Pittab. & N. Adams. .... 100	416,700	J. & J.	July '74 3				
Delaware. .... 100	18,568,800	J. A. J. O.	July '74 24	Port and Keane. .... 100	202,400	J. & J.	July '74 3				
Del. Lackaw. & Westn. .... 50	822,140	J. & J.	July '74 24	Portland and Kennebec. .... 100	1,500,000	A. & O.	Apr. '72 3				
Detroit & Milwaukee. .... 50	2,095,000	J. & J.	Dec. '69 7	Port, Providence & Worcester. .... 100	1,500,000	J. & J.	Jan. '74 5				
Dubuque & Sioux City. .... 100	5,000,000	A. & O.	Apr. '74 3	Providence & Worcester. .... 100	1,500,000	J. & J.	Jan. '74 5				
East Pennsylvania. .... 50	1,892,200	J. & J.	July '74 3	Raleigh and Gaston. .... 100	2,000,000	J. & J.	July '74 6				
East Penn. & York. .... 50	4,282,800	J. & J.	July '73 3	Rensselaer & Saratoga. .... 100	6,000,000	J. & J.	July '74 4				
Eastern (Mass.). .... 100	492,000	F. & A.	Feb. '74 24	Roch. & Genesee Val. .... 110	557,500	J. & J.	July '74 4				
Eastern (N. H.). .... 100	500,000	M. & N.	May '74 24	Rome, Watert. and Ogd. .... 100	2,998,900	J. & J.	July '74 34				
Elmira, Jof. & Canad. .... 100	500,000	J. & J.	July '74 34	Rutland. .... 100	2,700,000	F. & A.	Aug. '74 34a				
Elmira & Williamsport. .... 50	500,000	J. & J.	July '74 34	..... pref. 100	4,300,000	F. & A.	Aug. '74 34a				
..... pref. 50	78,000,000	J. & J.	Oct. '73 1	St. Croix and Penobscot. .... 100	100,000	J. & J.	July '71 2				
Erie Railway. .... 100	8,836,910	M. J. S. D.	Mar. '73 14	St. L., Alb. & T. laute. .... 100	2,300,000	J. & J.	July '74 3				
Erie and Pittsburg. .... 50	1,090,250	J. & J.	Apr. '74 4	..... pref. 100	2,040,000	F. & A.	Feb. '74 3				
Fitchburg. .... 100	4,000,000	J. & J.	Apr. '74 4	Saratoga and Schenec. .... 100	300,000	A. & O.	Apr. '74 34				
Georgia. .... 100	4,168,000	J. & J.	Apr. '74 4	Schuylkill Valley. .... 50	578,050	J. & J.	July '74 24				
Grand River Val. guar. .... 100	1,000,000	J. & J.	Apr. '74 4	Seaboard and Roanoke. .... 100	1,151,400	M. & N.	Nov. '70				
Grand Trunk, (Ca.). .... 100	14,367,948	A. & O.	Apr. '74 14	Shamokin V. & Potav. .... 50	899,450	F. & A.	Feb. '74 3				
Great Western, (Ca.). .... 100	19,237,404	F. & A.	Apr. '74 14	Shore Line. .... 100	995,800	J. & J.	July '74 34				
Hannibal & St. Joseph. .... 100	4,151,700	F. & A.	Apr. '74 14	South Branch (N. J.). .... 100	438,800	J. & J.	Jan. '72 3				
..... pref. 100	5,078,224	Annual	Aug. '70 7	South Carolina. .... 100	5,819,275						



	Amounts outstanding.	Interest.			Market Price.		Amounts outstanding.	Interest.			Market Price.	
		Rate.	Payable.	When Payable.				Rate.	Payable.	When Payable.		
<b>National Securities, Aug. 1, 1874.</b>												
Loan of June 14, 1868.....registered	\$260,000	5	Jan. & July.	1874	....	.. Civil Loan Bonds, 1856-'61.....	222,000	6	Various.	'74-'78	....	
Loan of February 8, 1861.....registered	13,783,000	6	Jan. & July.	1880	117 1/2	.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	Various.	'80-'89	....	
.. .. coupon	4,632,000	6	"	1880	118 1/2	.. War (Municipal Equalization).....	3,083,900	6	April & Oct.	1889	....	
Oregon War Bonds of March 2, 1861.....coupon	940,000	6	Jan. & July.	1881	....	<b>Maryland—(\$10,741,215):</b>						
Loan of July 17, and Aug. 5, 1861.....registered	125,804,550	6	Jan. & July	1881	117 1/2	.. Bonds to R. R. and Canals.....	5,708,639	5	J. A. J. & O.	1890	....	
.. .. coupon	63,616,800	6	"	1881	118 1/2	.. Bonds to R. R. and Canals.....	828,222	5	"	"	1890	....
Loan of Feb. 25, 1862 (5-20s).....registered	16,671,600	6	May & Nov.	1882	111	.. Bonds to Balt. & Susq. R. R.....	269,000	3	"	"	1890	....
.. .. coupon	150,683,100	6	"	1882	111 1/2	.. Defense and Bounty Bonds.....	3,072,083	6	Jan. & July.	1883	....	
Loan of March 3, 1863.....registered	53,636,350	6	Jan. & July.	1881	117 1/2	.. State Loans, 1870 and 1872.....	799,086	6	"	"	'85-'87	....
.. .. coupon	21,363,650	6	"	1881	118 1/2	<b>Massachusetts—(\$28,477,804):</b>						
Loan of March 3, 1864 (5-20s).....registered	946,000	6	May & Nov.	1884	114 1/2	.. State (public works) scrip.....	750,000	5	Various.	'74-'80	....	
Loan of June 30, 1864 (5-20s).....registered	26,027,250	6	"	1884	114 1/2	.. Union Fund Loan, 1861.....	2,758,000	6	Jan. & July.	'74-'76	....	
.. .. coupon	33,015,950	6	"	1884	115 1/2	.. Union Fund Loan, 1862.....	600,000	5	"	"	'77-'78	....
Loan of March 3, 1865 (5-20s).....registered	33,730,200	6	May & Nov.	1885	114 1/2	.. Const Defense Loan, 1863.....	888,000	5	"	"	1883	....
.. .. coupon	118,804,150	6	"	1885	116	.. Bounty Loan Bonds, 1863 and 1864.....	8,578,244	5	May & Nov.	'83-'94	....	
.. .. 2d series (5-20s).....registered	56,935,950	6	Jan. & July.	1885	115 1/2	.. War Loan (currency).....	999,944	5	Mar. & Sept.	1888	....	
.. .. coupon	145,727,150	6	"	1885	116 1/2	.. Railroad and Tunnel Bonds.....	10,305,532	5	April & Oct.	'88-'93	....	
.. .. 3d series (5-20s).....registered	87,876,300	6	Jan. & July.	1887	115 1/2	.. Norwich and Worcester R. R. Bonds..	400,000	6	Jan. & July.	1877	....	
.. .. coupon	222,746,450	6	"	1887	117 1/2	.. B. H. & Erie R. R. Bonds.....	3,599,024	5	"	"	1900	....
.. .. 4th series (5-20s).....registered	13,949,500	6	Jan. & July.	1888	116 1/2	<b>Minnesota—(\$250,000):</b>						
.. .. coupon	23,524,500	6	"	1888	117 1/2	.. State Buildings Loan 1867 and 1869....	250,000	7	Jan. & July.	'77-'79	....	
Loan of March 3, 1864, (10-40s).....registered	41,224,050	5	Mar. & Sept.	1904	110	<b>Missouri—(\$18,747,000):</b>						
.. .. coupon	53,313,250	6	"	1904	113 1/2	.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90	....	
Consols of July 14, '70 & Jan. 20, '71 registered	178,658,750	5	F. M. A. & N.	1881	111 1/2	.. State (funding) Bonds, 1867-'68.....	2,737,000	6	"	"	'87-'88	....
.. .. coupon	137,259,150	4 1/2	F. M. A. & N.	1886	113 1/2	.. Railroad Loan Bonds, 1854-'65.....	12,801,000	6	"	"	'74-'86	....
Consols .. .. registered	..	4 1/2	F. M. A. & N.	1886	115 1/2	.. Railroad Bonds, guaranteed 1856-'66....	1,559,000	7	"	"	'70-'91	....
.. .. coupon	..	4	F. M. A. & N.	1901	117 1/2	.. State Institutions Loans.....	1,301,000	6	"	"	var.	....
Consols .. .. registered	..	4	F. M. A. & N.	1901	117 1/2	<b>New Hampshire—(\$3,914,165):</b>						
.. .. coupon	..	4	"	1901	117 1/2	.. War Loan Bonds, of 1861.....	614,000	6	Jan. & July.	'69-'73	....	
Debt matured and without interest.....(var.)	2,740,930	..	Due.	..	.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	'84-'89	....		
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	..	..	.. War Loan Bonds, of 1868.....	494,500	6	April & Oct.	'73-'74	....		
Certificates of Indebtedness 1870.....(cur.)	678,000											

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$830,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Ga. tax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,350,000	7*	" "	" "	1893	....
1st Mortgage.....	1,000,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	86
Albany and Susquehanna:							Buffalo, New York & Phila.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	102	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	101	Burlington, Cedar Rapids & Minn.:						
3d Mortgage.....	399,000	7	May & Nov.	" "	1881	92	1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	66
Albany Loan.....	1,000,000	6	" "	Albany.	1895	....	Burlington and Missouri River:						
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	5,068,350	7	April & Oct.	Boston.	1893	98
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1892	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	" "	1875	98
Allegheny Valley:							Stock Bonds pref. 3d lien.....	1,200,000	8	" "	" "	1878	....
General Mortgage.....	4,000,000	7.3	Jan. & July.	New York.	1896	84	Stock (common) Bonds.....	980,000	8	April & Oct.	" "	1879	97
Special Mortgage to Penna.....	3,500,000	5	" "	Harrisburg.	....	87	Stock (common) Bonds.....	899,500	8	Jan. & July.	" "	1894	98
Androscongin:							Stock (common) Bonds.....	1,377,840	8	" "	" "	1889	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Burlington & Mo. Riv. in Neb.:						
Arkansas Central (narrow gauge):							1st Mortgage convertible.....	5,587,971	8	Jan. & July.	Boston.	1894	98
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	....	Burlington and Southwestern:						
Atchison and Nebraska:							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1894	50
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	43	Cairo and Fulton (Arkansas):						
Atchison, Topeka and Santa Fe:							1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	60	Cairo and St. Louis (3 ft. gauge):						
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	" "	1902	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
Atlanta and Richmond Air Line:							Cairo and Vincennes:						
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	64	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
Atlantic and Great Western:							California Pacific:						
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	" "	1902	....	Camden and Atlantic:						
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	" "	1902	....	2d Mortgage of 1884.....	500,000	7	April & Oct.	Camden.	1879	96
Atlantic and Gulf:							Camden and Burlington County:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	70-'97	90
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....	Canada, Michigan and Chicago:						
1st Mortgage (S. Ga. & Fla. R. R.)	404,000	7	May & Nov.	" "	1888	....	1st Mort. (skg f'd) for \$2,750,000.		7	" "	New York.	....	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....	Canada Southern:						
Atlantic and Lake Erie:							1st Mort (skg f'd) for \$9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	54
1st Mort. (gold) for \$5,000,000.		7*	Jan. & July.	New York.	1901	....	Carthage & Burlington (C. B. & Q.):						
Atlantic, Miss. and Ohio (428 m.):							1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	..
1st Mortgage for \$15,000,000.		7	Jan. & July.	New York.	1901	....	Catawissa:						
Atlantic and North Carolina:							1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (new).....	1,300,000	7	" "	" "	1900	100
Atlantic and Pacific:							Chattel Mortgage.....	188,350	5	" "	" "	80-'89	61
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	Cazenovia and Canastota:						
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
Atlantic and St. Lawrence:							Cedar Falls and Minnesota:						
1st Mortgage (sterling) of 1853...	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (C. F. to Waverly)....	294,000	7	April & Oct.	New York.	1884	....
2d Mortgage (sterling) of 1864...	1,499,986	6*	April & Oct.	" "	1884	....	1st Mort. (W. to Minn. Line)...	1,377,000	7	Jan. & July.	" "	1907	73
3d Mortgage (sterling) of 1871...	712,832	6*	May & Nov.	" "	1891	....	Cedar Rapids & Mo. Riv. (C. & N.W.):						
Bald Eagle Valley:							1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	" "	" "	1894	87
2d Mortgage.....	100,000	7	" "	" "	1884	....	1st Mortgage 3d Div. \$16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	85
Baltimore and Ohio:							Central Branch Union Pacific:						
Loan of 1855-'75.....	867,250	6	Jan. & July.	Baltimore.	1875	100	1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
Loan of 1850-'80.....	579,500	6	" "	" "	1880	100	2d Mortgage Govern'm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Loan of 1853-'55.....	1,710,500	6	April & Oct.	" "	1885	101	Central of Georgia:						
Loan of 1855-'90 (Balt.) skg f'd.	3,461,146	6	Jan. & July.	" "	1890	....	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
Loan of 1870-'95 (Atg.) skg fund.	3,620,320	6	March & Sept.	London.	1895	....	Central of Iowa:						
Loan of 1872-1902 (Atg.) S. F.	9,498,016	6	" "	" "	1902	....	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	46
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92	2d Mortgage, gold, \$4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Baltimore and Potomac:							Central of New Jersey:						
1st Mort. (tunnel) gold guar.....	1,600,000	6*	Jan. & July.	Baltimore.	1911	....	2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	176
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	" "	1911	....	Convertible bonds of 1872.....	3,612,700	7	" "	" "	1902	102
Bangor and Piscataquis:							New Mortgage for \$5,000,000....	5,000,000	7	Feb. & Aug.	" "	1890	107
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1899	....	Loan of L. C. & Nav. Co. (asu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	" "	1901	....	Central Ohio (B. & O.):						
Bay City and East Saginaw:							1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	92
1st Mort. guar. by B. & P. M. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Central Pacific of California:						
Bedford and Bridgeport:							1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	75-'90	90
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	Convertible 20 years bonds, gold	1,433,000	7*	" "	" "	1883	100
Belfast and Moosehead Lake:							State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	102
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
Bellefonte and Southern Illinois:							1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	78-'92	....
1st Mort. guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	99	1st Mort. (S. Fr. Okld. & Ala.)...	500,000	8*	" "	San Francisco	1890	....
Beloit and Madison (C. & N.W.):							1st Mort. (San Joaquin V. D.) gold	6,030,000	6*	April & Oct.	New York.	1900	....
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	....	Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Belvidere Delaware:							Charleston and Savannah:						
1st Mortgage (guar. by U. & )	1,000,000	6	June & Dec.	New York.	1877	95	1st Mortgage guar. by S. Car....	505,000	6	March & Sept.	Charleston.	1877	..
2d Mortgage (A. Co. and )	499,500	6	March & Sept.	Princeton.	1885	83	Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	" "	1887	83	Charlotte, Columbia & Augusta:						
Blue Ridge, (S. Car.):							1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Chartiers:						
Boston and Albany:							1st Mort. guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105	Cheraw and Darlington:						
Boston, Clinton and Fitchburg:							1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	79	2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	..</



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,000,000 skg fund	\$1,000,000	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:							2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	77 '87	70
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	Cinc., Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:						
Chicago and Alton:							1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	6 3/4
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	76 1/2
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	104 1/2	1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	" "	1877	89 1/2
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	97	Cincinnati and Springfield:						
1st Mort. (St. L. & C.) assumed	664,000	7	" "	" "	1894	90	1st Mortgage for \$2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
2d Mort. ( " )	188,000	7	Jan. & July.	" "	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$5,000,000	.....	7	" & "	New York.	1901	....
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	110	Cincinnati, Wabash and Mich.:						
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....	1st Mortgage for \$16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....	Clev., Col., Cin. & Indianapolis:						
2d Mort. (Northern Cross) gold..	941,000	4 1/2	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	100 1/2
Loan of 1872.....	6,933,225	7	Jan. & July.	Boston.	1896	97	1st Mort. (C. & C. and C. R. R.)..	272,000	7	June & Dec.	" "	73 '84	....
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....	1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	" "	1895	....
1st Mort. (Peo. & Han.) guar.....	600,000	8	" "	" "	1878	....	Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98 1/2	1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1873	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	98	3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Car. & Burl.) guar.....	600,000	8	May & Nov.	" "	1879	98 1/2	1st Mort. (Branch) 1863.....	71,000	7	Jan. & July.	" "	1873	....
1st Mort. (Quincy & W. R.) guar.	800,000	8	Jan. & July.	" "	1890	99 1/2	Clev., Mt. Vernon and Delaware:						
1st Mort. (O. & Fox Rv.) guar.....	1,280,000	8	" "	" "	1900	98	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Ill. Gr. Trunk) guar.....	900,000	8	April & Oct.	" "	1890	99	Cleveland and Pittsburg (Pa. Co.):						
Chicago, Cincinnati and Louisv.:							2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	102 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	101 1/2
Chicago, Clinton & Dubuque:							4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	90
1st Mort. guar. C. & B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80	Consol. sinking fund guar.....	525,000	7	May & Nov.	" "	1900	93
Chicago, Danville and Vincennes:							Colebrookdale:						
1st Mortgage (Ill. Div.) gold.....	2,500,000	7*	April & Oct.	New York.	1909	90	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
1st Mortgage (Ind. Div.) gold.....	1,500,000	7*	" "	" "	1912	90	Colorado Central (3 ft. gauge):						
Chicago, Dubuque & Minnesota:							1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
1st Mortgage guar. \$25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41	Columbus, Chicago & Ind. Cent.:						
Chicago and Illinois Southern:							1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct.	New York.	1908	82
1st Mortgage for \$19,000 p. m....	.....	8	March & Sept.	New York.	1900	....	2d Mortgage Consol. skg fund..	3,679,900	7	Feb. & Aug.	" "	1909	59
Chicago and Iowa:							Columbus, Springfield and Cin.:						
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	92 1/2	1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Chicago, Iowa and Nebraska:							Columbus and Hocking Valley:						
2d Mort. (now 1st) guar. C. & N.W.	592,000	7	Jan. & July.	Boston.	1880	93 1/2	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage (Branch).....	200,000	7	Jan. & July.	" "	1880	....
Chicago and Northwestern:							General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	104	Columbus and Xenia:						
Funded coupons (193 m.).....	750,000	7	May & Nov.	" "	1883	97	1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1890	....
General 1st Mortgage (193 m.)...	3,588,000	7	Feb. & Aug.	" "	1886	101	Connecticut and Passumpsic Riv.:						
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	89	1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	96
Green Bay Ext. (26m & 76,000 a.)	284,000	7	" "	" "	1885	89	Notes payable, conv. at par....	594,000	7	" "	" "	1876	97 1/2
Equipment (Engs. & Cars \$406,000)	101,000	7	April & Oct.	" "	1874	....	1st Mort. (Massawippi) guar. gold	400,000	6*	Jan. & July.	" "	1889	....
1st Mort. (Gal. & Chic. 248 m.)...	1,775,000	7	Feb. & Aug.	" "	1882	103 1/2	Connecticut River:						
2d Mort. (Gal. & Chic. 248 m.)...	938,000	7	May & Nov.	" "	1875	93 1/2	1st Mortgage skg fund.....	250,000		March & Sept.	Boston.	1873	....
Miss. Riv. Bridge ( " ).....	200,000	7	Jan. & July.	" "	1884	....	Connecticut Valley:						
Elgin & State Line ( " ).....	129,500	7	" "	" "	1878	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. (Peninsula 79m. & land)	331,900	7	March & Sept.	" "	1898	95	Connecticut Western:						
Consol. skg fund (C. & N.W. Rv.)	3,105,000	7	F. M. A. & N.	" "	1915	85	1st Mortgage for \$2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Consol. gold bonds for \$48,000,000	4,584,000	7*	June & Dec.	" "	1902	78 1/2	Connecting (Philadelphia):						
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....	1st Mort. ABCD & E \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1.2.3.4.	88 1/2
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....	Cooperstown and Susq. Valley:						
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....	1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....	Cowanesque Valley:						
3d Mort. ( " ) guar.....	9,500	7	June & Dec.	" "	1898	....	1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
1st Mort. (Chic. & Mil. R.W.) guar	1,441,000	7	Jan. & July.	" "	1898	90 1/2	Cumberd & Penn. (Consol. Coal):						
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1888	....	1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
Chicago & Northern Pac. Air-L.:							2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
1st Mort. (skg f'd gold \$25,000pm)	.....	7*	June & Dec.	New York.	1902	....	Cumberland Valley:						
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. of Sept. 1, '69, \$16,000pm	1,350,000	8	May & Nov.	New York.	1889	39	2d Mortgage.....	109,500	8	" "	" "	1908	....
1st Mort. of Nov. 1, '71, \$16,000pm	.....	8	March & Sept.	" "	1891	....	Plain bonds.....	81,800	6	Jan. & July.	" "	1884	....
Chicago, Omaha and St. Joseph:							Danbury and Norwalk.....						
1st Mortgage for \$5,000,000.....	.....	8	April & Oct.	New York.	1901	....	1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York.	1880	....
Chicago and Paducah (C. B. & Q.):							1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
1st Mortgage \$26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....	Danv. Hazleton & Wilkesbarre:						
Chi., Pekin & Southern (C.B. & Q.):							1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	58
1st Mortgage for \$10,000 per mile	.....	8	Feb. & Aug.	New York.	1901	100	Davenport and St. Paul:						
Chicago, Rock Island and Pacific:							1st Mort. gold skg f'd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....	Dayton and Michigan (C.H. & D.):						
1st Mort. skg fund (C. R.I. & Pac.)	8,600,000	7	" "	" "	1896	103	1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
Chi. & Southwestern (C. R.I. & Pac.):							2d Mortgage.....	445,000	7	March & Sept.	" "	1887	....
1st Mortgage gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1889	....	3d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....	Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	81-'94	....
Chicago & Wisconsin Midland:							Dayton and Union:						
1st Mort. g'd skg f'd for \$41,000,000	.....	7*	Jan. & July.	New York.	1902	....	1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
Chicago and Superior:							2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
1st Mortgage (Mad. & Portage) g'd	800,000	7*	April & Oct.	New York.	1900	....	Income Bonds.....	252,445	6	" "	" "	1879	

# AMERICAN RAILROAD JOURNAL.

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Kel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$1,170,000	8	Jan. & July.	New York.	1891	...	1st Mortgage.	\$477,683	7	May & Nov.	Boston.	1891	90
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79 1/2	1st Mortgage gold.	250,000	6	April & Oct.	Baltimore.	1900	...
2d Mortgage.	300,000	8	Jan. & July.	"	1891	...	Galena & Chic. Union (C. & N. W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.	1,785,000	7	Feb. & Aug.	New York.	1882	103 1/2
1st Mortgage (consolidation).	3,000,000	8	April & Oct.	Boston.	1896	70	2d Mortgage.	948,000	7	May & Nov.	"	1875	99 1/2
Detroit and Milwaukee:							Elgin and State Line Purchase.	135,000	6	Jan. & July.	"	1878	...
1st Mortgage (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	...	Mississippi Bridge.	200,000	7	"	"	1884	...
2d Mortgage.	1,000,000	8	"	"	1875	...	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	...	Company bonds (debentures).	681,000	7	Jan. & July.	Augusta.	'72-'86	...
2d Funded Coup. (D. & M.R.R.)	375,734	7	"	"	1875	...	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R. R. stg. bonds.	150,867	6	May & Nov.	London.	1873	...	1st Mortgage gold.	2,000,000	7	March & Sept.	N.Y. & Lond.	1900	...
Detr. & Pontiac R. R. bonds.	250,000	7	"	New York.	1878	...	2d Mortgage gold.	1,000,000	8	Jan. & July.	"	1892	...
Detr. & Pontiac R. R. bonds.	250,000	8	Feb. & Aug.	"	1886	...	Goshen and Deckertown:						
Detroit, Mon. & Tol. (L.S.H. & M.S.):							1st Mortgage.	226,500	7	Jan. & July.	New York.	1888	...
1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1876	89	Grand Rapids & Indiana:						
Dubuque and Sioux City:							1st Mortgage guar. gold, tax free	4,000,000	7	Jan. & July.	New York.	1899	...
1st Mortgage tax free.	894,000	7	Jan. & July.	New York.	1883	94	1st Mort. not guar. gold, tax free	4,000,000	7	April & Oct.	"	1899	...
Dubuque Southwestern:							Grand River Valley (Mich. C.):						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	...	1st Mort., assumed by Lessees.	1,500,000	8	Jan. & July.	New York.	1896	96
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	...	2d Mortgage, guar. by Lessees.	500,000	8	March & Sept.	"	1879	...
Dunkirk, Warren and Pittsburg:							Grand Trunk (Ca.):						
1st Mortgage gold tax free.	1,190,000	7	June & Dec.	New York.	1900	...	Equipment Bonds \$500,000.	2,500,000	6	April & Oct.	London.	...	...
Dutchess and Columbia:							Equipment Bonds No. 2 \$270,500	1,350,000	6	"	"	...	...
1st Mortgage Jan. 1, 1868.	1,500,000	7	Jan. & July.	New York.	1908	...	Postal & Military b'ds \$1,200,000	6,000,000	6	Feb. & Aug.	"	...	...
East Alabama and Cincinnati:							1st Preference Bonds \$1,838,335.	14,191,675	5	Jan. & July.	"	...	...
1st Mort. end. \$16,000 p.m. by Ala.		8	Jan. & July.	...	1890	...	2d Preference Bonds \$1,685,765.	8,428,825	4	"	"	...	...
East Brandywine & Waynesburg:							Provincial Debenture \$3,111,500	15,567,500	...		Ottawa.	...	...
1st Mortgage.	140,000	7	Jan. & July.	Philadelphia.	1885	...	Great Western of Canada:						
2d Mortgage.	35,000	8	"	"	1873	...	Perpetual Debentures Stock.	227,273	5	Jan. & July.	London.	perp.	...
East Pennsylvania (Ph. & Rdg.):							Common (Company) Bonds.	1,384,117	4	"	"	'72-'73	...
1st Mortgage, guaranteed.	495,000	7	March & Sept.	Philadelphia.	1888	101 1/2	Common ( ) Bonds.	2,993,975	6	May & Nov.	"	'73-'76	...
East Tenn. & Georgia (E.T.V. & G.):							Common ( ) Bonds.	2,662,667	5 1/2	April & Oct.	"	'77-'78	...
1st Mortgage.	870,000	6	Jan. & July.	New York.	'76-'80	...	Common ( ) Bonds.	4,867	5	"	"	1881	...
East Tenn. & Vir. (E.T.V. & Ga.):							Common ( ) Bonds.	3,650,000	6	June & Dec.	"	1890	...
1st Mortgage, endorsed.	175,000	6	Jan. & July.	New York.	1886	...	Greenville and Columbia:						
East Tennessee, Virginia & Ga.:							1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	60
1st Mort., skd fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	86	1st Mortgage not guaranteed.	376,766	7	"	"	'81-'86	...
Eastern (Mass.):							Greenwich and Johnsonville:						
English Loan, July 1, 1862.	383,000	6	Jan. & July.	London.	1872	...	1st Mortgage.	130,000	7	May & Nov.	New York.	1889	...
Loan of 1864-'74.	750,000	6	Feb. & Aug.	Boston.	1874	99	Hackensack & New York Ext.:						
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94	1st Mortgage, \$10,700 p.m.	300,000	7	May & Nov.	New York.	1889	...
Loan of 1865-'85.	160,000	6	April & Oct.	"	1885	...	Hannibal and Naples (T.W. & W.):						
Loan of 1868-'88.	500,000	6	March & Sept.	"	1888	91	1st Mortgage.	675,000	7	May & Nov.	New York.	1898	80
Loan of 1869-'89.	1,000,000	6	May & Nov.	"	1889	90	2d Mortgage.	225,000	7	Jan. & July.	"	1890	...
Loan of 1872-'82.	1,500,000	7	March & Sept.	"	1882	94	Hannibal & Central Missouri:						
Eastern Shore (Md.):							1st Mortgage gold, tax free.	1,000,000	7	May & Nov.	New York.	1890	75
1st Mortgage.	400,000	6	Jan. & July.	Baltimore.	1880	...	2d Mortgage.	250,000	7	Feb. & Aug.	"	1890	...
2d Mortgage.	180,000	6	April & Oct.	"	1886	...	Hannibal and St. Joseph:						
Elizabethtown and Paducah:							Missouri State Loan.	1,500,000	6	Jan. & July.	New York.	'71-'77	92 1/2
1st Mortgage, convertible.	3,000,000	8	March & Sept.	New York.	1890	...	Missouri State Loan.	1,500,000	6	"	"	'87-'88	92
Elmira and Williamsport (N. Cen.):							Six years Mortgage bonds (22m).	5,000,000	10	"	"	1872	...
1st Mortgage guaranteed.	1,000,000	7	Jan. & July.	Philadelphia.	1880	98	Five years' notes (277 m.).	139,309	8	Various.	"	1874	...
Income Mortgage guaranteed.	570,000	5	April & Oct.	"	1872	60	Fifteen years' bonds (277 m.).	3,476,000	8	March & Sept.	"	1885	79
Erie Railway:							1st Mort. (Q. & Palm R.R. 15 m.).	600,000	8	Feb. & Aug.	"	1892	...
1st Mortgage.	2,435,000	7	May & Nov.	New York.	1897	103 1/2	1st Mort. (K. City & Cam. RR. 55m).	1,200,000	10	Jan. & July.	"	1886	99 1/2
2d Mortgage convertible.	2,174,000	7	March & Sept.	"	1879	101	General Land Mortgage (277 m.).	1,134,100	7	April & Oct.	"	1888	...
3d Mortgage.	4,682,000	7	"	"	1883	98	General Mortgage conv. (277 m.).	5,600	7	Jan. & July.	"	1888	...
4th Mortgage convertible.	2,937,000	7	April & Oct.	"	1880	96 1/2	Harlem Extension:						
5th Mortgage convertible.	709,500	7	June & Dec.	"	1888	94	1st Mortgage.	4,000,000	7	Jan. & July.	New York.	1890	...
Buffalo Branch, 1st mortgage.	182,600	7	Jan. & July.	"	1891	...	Harrisburg & Lancaster:						
Sterling Loan (\$1,600,000) conv.	4,437,470	6	March & Sept.	London.	1875	...	1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	100 1/2
Consol. Mort. for \$30,000,000, g'd	12,076,000	7	"	NY & London.	1920	...	Hartford and New Haven:						
Convertible bonds.	8,000,000	7	"	"	...	...	1st Mortgage.	580,000	6	Jan. & July.	Hartford.	1873	...
Erie and Louisville:							Hartford, Providence and Fishkill:						
Mortgage of 1871.	1,000,000	7	April & Oct.	New York.	1901	...	1st Mort. (R. L. 26.32 m.) skd fund	481,000	7	Jan. & July.	Providence.	1876	...
Erie and Pittsburgh (Penn.):							1st Mort. (Conn. 96.04 m.) skd f.d.	1,574,500	7	"	Hartford.	1876	...
1st Mortgage.	372,800	7	Jan. & July.	New York.	1882	...	Holly, Wayne & Monroe (F. & P.M.):						
2d Mortgage.	115,200	7	March & Sept.	"	1890	...	1st Mortgage guar., tax free.	1,000,000	8	Jan. & July.	New York.	1901	...
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	"	1893	...	Holyoke and Westfield:						
Equipmen Mortgage.	600,000	7	April & Oct.	"	1890	...	1st Mortgage.	200,000	7	April & Oct.	Boston.	1891	...
European & N. American (Me.):							Housatonic:						
Bangor City Bonds (1st m. 55 m.).	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	...	1st Mortgage sinking fund.	191,000	7	Jan. & July.	Brpt. & Bost.	1877	...
1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6	March & Sept.	"	1899	87	2d Mortgage.	100,000	7	Feb. & Aug.	"	1885	...
Evansville and Crawfordsville:							3d Mortgage of 1869.	100,000	6	April & Oct.	"	1889	...
1st Mortgage (main line) skd fund	1,004,000	7	Jan. & July.	New York.	1889	...	Houston and Texas Central:						
1st Mortgage.	150,000	7	March & Sept.	"	1889	...	1st Mortgage L.G. skd fund, gold.	6,520,000	7	Jan. & July.	New York.	1891	...
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	"	1881	...	Hudson River (N.Y. Cen. & H.R.):						
Evansville, Henderson & Nashv.:							1st Mortgage.	200,000	7	Feb. & Aug.	New York.	1870	...
1st Mortgage.	1,000,000	7	Jan. & July.	New York.	1897	...	2d Mortgage, sinking fund.	1,894,000	7	June & Dec.	"	1885	104 1/2
Evansville, Terre Haute & Chi.:							3d Mortgage.	180,000	7	May & Nov.	"	1875	164
1st Mortgage, gold.	750,000	7	May & Nov.	New York.	1900	...	Hudson Connecting (NY & OMld):						
Fall River, Warren & Providence:							1st Mortgage gold.	400,000	7	May & Nov.	New York.	1902	...
1st Mortgage.	200,000	7	Jan. & July.	Providence.	1882	...	Huntingdon and Broad Top Mt.:						
Flint and Pere Marquette:							1st Mortgage gold.	416,000	7	April & Oct.	Philadelphia.	1890	103 1/2
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	...	2d Mortgage.	267,500	7	Feb. & Aug.	"	1875	96 1/2
" 2d series (92,748 a.).	221,000	7	Jan. & July.	"	1887	...	3d Mortgage (Consol.).	1,281,000	7	April & Oct.			



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) annexed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1858	\$1,589,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1869.....	\$1,600,000	7	April & Oct.	New York.	1879	....
1st Mortgage (I. C. & L.F.) of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....	Consol. registered July 1, 1870.....	4,250,000	7	J. A. J. & O.	" "	1890	90
1st Mortgage ( " ) of 1869	1,566,000	7	June & Dec.	" "	1899	....	Consol. coupon July 1, 1870.....	1,209,000	7	Jan. & July.	" "	1890	90
Indianapolis and St. Louis:							Bonds of Oct. 1, 1872.....	5,205,000	7	April & Oct.	" "	1882	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1916	....	Dividend (Lake Shore) Ap. 1, '69	1,498,000	7	" "	" "	1899	96
1st Mortgage.....	2,000,000	7	March & Sept.	" "	1916	....	Sunbury (Lake Shore) 1854.....	500,000	7	Jan. & July.	" "	1874	....
1st Mortgage.....	2,000,000	7	April & Oct.	" "	1916	....	Reg. Jan. 1, 1855 C.P. & A. R.R.	1,000,000	7	" "	" "	1880	99
2d Mortgage.....	1,000,000	7	" "	" "	1900	....	3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	" "	1892	96
Equipment Mortgage.....	500,000	8	Jan. & July.	" "	1881	....	Skag Fund July 1, 1855 C. & Tol.	1,595,000	7	Jan. & July.	" "	1885	104
Iowa Eastern:							Mort. April 1, 1866	860,000	7	April & Oct.	" "	1886	97
1st Mortgage gold.....	14,000pm	7	Feb. & Aug.	New York.	1902	....	1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103
Iowa Falls & Sioux City (Ill. Cen.):							2d Mort. Oct. 31, 1857	2,692,000	7	" "	" "	1877	100
1st Mortgage guaranteed.....	2,960,000	7	April & Oct.	New York.	1917	81	Mort. Nov. 1, 1858 Buff. & Erie.	200,000	7	May & Nov.	" "	1873	....
Iowa Midland (C. & N. W.):							Mort. July 1, 1862	300,000	7	Jan. & July.	" "	1882	98
1st Mort., \$16,000 guar.....	100,000	8	Feb. & Aug.	New York.	1900	91	Mort. Sept. 1, 1866	300,000	7	March & Sept.	" "	1886	97
Ironton (Penn.):							Mort. April 1, 1868	3,000,000	7	April & Oct.	" "	1898	97
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....	1st Mort. Aug. 1, 1856 (D. M. & Tol.)	924,000	7	Feb. & Aug.	" "	1876	99
Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W. P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mortgage gold, skg fund.....	600,000	7	Jan. & July.	New York.	1890	100	1st Mort. Oct. 1, 1867 (Sch. & Th. R.)	100,000	8	" "	" "	1887	....
Jackson, Lansing & Saginaw (M.C.):							1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	" "	" "	1887	....
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1888	96	1st M. July 1, '68 (L. & A. L. & Gr. R.)	840,000	8	" "	" "	1888	91
2d Mortgage.....	500,000	8	March & Sept.	" "	1888	....	1st Mort. July 1, 1863 (J. & Frank.)	468,000	7	" "	" "	var	....
1st Mortgage, Northern Ext.....	940,000	8	May & Nov.	" "	1890	91	2d Mort. Jan. 1, 1869	500,000	7	June & Dec.	" "	1894	....
Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Chi.):						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	1st Mortgage, guaranteed.....	600,000	7	April & Oct.	Philad. lphia	1895	....
Jamestown & Frank. (L.S. & M. So.):							Leavenworth, Lawr. & N. West'n:						
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	....	1st Mort. guar. by Fac. of Mo.....	355,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1894	....	Leaven, Lawrence & Galveston:						
Jefferson (Erie):							1st Mort. skg fund conv., gold.....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
1st Mort. (Hawley Section).....	206,000	7	Jan. & July.	New York.	1887	....	Lehigh and Lackawanna:						
2d Mort. ( " ).....	94,000	7	" "	" "	1889	....	1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
1st Mort. (Carbondale Section).....	2,000,000	7	" "	" "	1889	....	Lehigh Valley:						
Jeffersonville, Madison & Indian:							1st Mortgage (old loan).....	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1906	....	1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	" "	1898	101
2d Mortgage consol.....	2,000,000	7	Jan. & July.	" "	1910	....	2d Mortgage for \$6,000,000	4,712,000	7	March & Sept.	" "	1910	106
1st Mortgage (Ind. & Mad. guar.)	397,000	7	May & Nov.	" "	1882	....	Lexington & St. Louis (P. of Mo.):						
2d Mortgage (Jeffersonville & R.)	345,000	7	April & Oct.	" "	1873	....	1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	....
Joliet and Chicago (C. & Alton):							Little Miami:						
1st Mortgage skg fund guar.....	500,000	8	Jan. & July.	New York.	1882	108	1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883	....
Joliet & Northern Ind. (Mich. C.):							Street Connection Bonds.....	500,000	6	Jan. & July.	" "	1894	....
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Little Rock and Fort Smith:						
Junction (Cin. & Indianapolis):							1st Mortgage gold.....	3,000,000	6	Jan. & July.	N. Y. & Bost.	1900	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	Land Grant sinking fund.....	5,000,000	7	April & Oct.	" "	1900	....
2d Mortgage.....	793,000	7	March & Sept.	" "	1893	....	Little Schuylkill (Phila. & Rdg.):						
1st Mortgage (Newcastle Br.):	250,000	7	June & Dec.	" "	1884	....	1st Mortgage, guaranteed.....	771,500	7	April & Oct.	Philadelphia.	1877	102
Junction, Philadelphia:							Logansport, Crawf. & S'wain Ind:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage gold.....	1,500,000	5	F. M. & A. N.	New York.	1900	99
2d Mortgage not guaranteed.....	300,000	6	April & Oct.	" "	1900	88	Long Br. and Sea Shore (N.J. So.):						
Junction and Breakwater:							1st Mortgage guaranteed.....	200,000	6	Jan. & July.	New York.	1889	....
1st Mort. guar. by Delaware.....	400,000	Jan. & July.	New York.	1890	....		Long Dock (Erie):						
Kalamazoo, Allegan & Gr. Rapids:							1st Mortgage guaranteed.....	3,500,000	7	June & Dec.	New York.	1892	98
1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	96	Long Island:						
Kalamazoo and Schoolcraft:							1st Mortgage main line.....	500,000	6	Jan. & July.	New York.	1875	90
1st Mort. assumed by L.S. & M. S.	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage (Extension).....	175,600	7	Feb. & Aug.	" "	1890	....
Kalamazoo, & S. Haven (M. Cen.):							1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
1st Mortgage guar. by lessees.....	640,000	8	May & Nov.	Boston.	1889	100	General Mortgage.....	775,000	7	" "	" "	1899	....
Kalamazoo & White Pigeon:							Louisville & Miss. Riv. (Ch. & Al):						
1st Mort. assumed by L.S. & M. S.	400,000	7	Jan. & July.	New York.	1890	90	1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	....
Kan. City, St. Jo. & Coun. Bluffs:							Louisville, Cincinnati and Lexington:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....	1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mort. ( " ).....	150,000	10	" "	" "	1878	....	2d Mortgage for \$1,000,000.....	345,000	8	April & Oc.	" "	1900	....
1st Mort. (St. Jo. & C.B. 78 m.) cv. t. fr.	1,400,000	10	March & Sept.	" "	1892	....	Louisville and Nashville:						
2d Mort. ( " ).....	539,500	8	June & Dec.	" "	1874	....	1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mort. (Mo. Valley 130 m.)...	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mortgage (Memph. Br. 46.37 m.)	139,000	7	May & Nov.	" "	'72-'73	....
1st Mort. ( " ).....	1,000,000	7	" "	" "	1893	....	1st Mort. (Leb. Br. Ext. 73.2 m.)	88,000	7	" "	" "	'80-'85	....
Consolidated Mort. (260m.) conv.	687,000	8	March & Sept.	" "	1892	....	Consol. M. for \$5,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	88
Kansas City & Santa Fe (L.L. & C.):							Louisv. N. Al. & St. Lo. Air-Line:						
1st Mortgage guar. by Lessees.....	2,000,000	10	May & Nov.	Boston.	1900	....	1st Mortgage gold, \$25,000 p. m.	2,875,000	7	" "	New York.	1901	....
Kansas Pacific:							Macon and Augusta:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6	Feb. & Aug.	N. Y. & St. Lo.	1895	80	1st Mortgage end by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6	June & Dec.	" "	1896	80	1st Mortgage not guaranteed...	100,000	7	" "	" "	1890	....
1st M. (3d Div. 244.66m. & 3,050,000m)	6,455,000	1	May & Nov.	N. Y., L. & F.	1899	....	Macon and Brunswick:						
1st Mortgage (1,000,000 acres).....	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mortgage (2,000,000 acres) gold	1,321,000	7	Jan. & July.	N. Y., L. & F.	1886	....	1st Mort. " " " " " " " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage on do. gold.....	1,500,000	7	March & Sept.	" "	1896	....	2d Mortgage.....	1,100,000	7	April & Oct.	" "	1883	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	Equipment Mortgage.....	150,000	7	" "	" "	1879	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....	Macon and Western:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	" "	1916	....	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	.....	1880	....
Kent County (Del.):							Maine Central:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	85	Consolidated Mort. for \$7,500,000	3,000,000	7	April & Oct.	Boston.	1912	100
Kentucky Central:							\$1,100,000 Loan, tax free.....	746,360	7	Jan. & July.	" "	1898	94
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....	Bangor (P. & K.)						

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	20	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N. S.)	2,100,000	7	Jan. & July.	New York.	1900	89
Massillon & Cleve. (C.M. V. & D.)	100,000	7*	Jan. & July.	New York.	1890	....	1st Mortgage sinking fund, guar.	500,000	6*	April & Oct.	Nashville.	1887	....
1st Mortgage guaranteed, gold.	500,000	7	Jan. & July.	New York.	1890	....	2d Mortgage gold.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Maysville and Lexington:							Naugatuck:						
1st Mortgage.....	1,293,000	7	March & Sept.	New York.	1880	86	1st Mortgage.....	600,000	7	Jan. & July.	New York.	1891	....
Memphis and Charleston:							Newark & New York (Cen. N.J.):						
1st Mortgage, Convertible.....	1,000,000	7	Jan. & July.	"	1883	....	1st Mortgage guar.....	800,000	7*	May & Nov.	New York.	1889	....
2d Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....	Newark, Somerset & Stratsville:						
Memphis and Little Rock:							1st Mortgage gold.....	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage.....	800,000	8	Jan. & July.	Boston.	1890	101½	New Brunswick and Canada:						
Michigan Air Line:							1st Mortgage, Sterling £200,000..	2,000,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (E.D.V.) \$15,000 p.m.	356,000	8	April & Oct.	New York.	1882	....	Newburg & New York (Erie):						
Michigan Central:							1st Mortgage for \$400,000.....	3,000,000	7	May & Nov.	New York.	1889	....
1st Mortgage, convertible.....	2,179,000	8	"	"	1882	111	New H., Middle'n & Willman:						
1st Mortgage sinking fund conv.	8,000,000	7	Jan. & July.	"	1902	99	1st Mortgage (coup. & reg.)	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Consol. Mortgage for \$10,000,000	1,900,000	8	May & Nov.	"	1890	102	New Haven & Northampton:						
1st Mort. (M. Air L. W. D.) ass'd	1,000,000	8	"	"	1886	....	1st Mortgage.....	400,000	6	April & Oct.	"	1880	....
1st Mort. (Gr. Riv. Valley) guar.	500,000	8	March & Sept.	"	1879	95½	Convertible.....	2,000,000	7	"	"	1891	....
2d Mort. ( " ) guar.	640,000	8	May & Nov.	"	1889	100	Holyoke and Westfield bonds..						
1st Mort. (Kal. & So. Hav.) t. guar	70,000	8	"	"	1889	....	New Jersey Sea United Compan's						
2d Mort. ( " ) guar.	800,000	8	Jan. & July.	New York.	1889	....	New Jersey Midland (N.Y. & O.M.):						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,090,000	7*	Feb. & Aug.	New York.	1885	....
1st Mortgage.....	225,000	7	May & Nov.	New York.	1886	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	....
Middletown, Unionv. & W. Gap (E):							New Jersey Southern:						
1st Mortgage tax free.....	1,148,687	6*	May & Nov.	London.	1896	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	31
Midland of Canada:							1st Mortgage (Tom's Riv. Br.)..	120,000	7	March & Sept.	"	1888	....
1st Mortgage sterling £225,000..	1,100,000	7*	Feb. & Aug.	New York.	1899	....	Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	5,527,000	7	Jan. & July.	New York.	1893	92	1st Mort. gold, for \$3,000,000....	300,000	6	March & Sept.	New York.	1885	....
Milwaukee and St. Paul:							New London Northern (Vt. Cen.):	200,000	7	Jan. & July.	"	1888	....
1st Mortgage.....	1,191,000	7	April & Oct.	"	1884	80	1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage.....	781,500	8	May & Nov.	"	1874	....	1st Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (E. Div. Palmer)..	3,810,000	7	Jan. & July.	"	1897	78	Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....
1st Mort. (Iowa and Minn.).....	190,000	7	"	"	1870	90	N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....
1st Mortgage (Minn. Cent.).....	1,008,000	7	"	"	1870	82	New Orleans, Mobile and Texas:						
1st Mortgage (Iowa & Dak.).....	3,674,000	8	Feb. & Aug.	"	1898	108½	1st M. (N.O. to T. 227 m) skg fd....	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mortgage (P. du Chien).....	1,315,000	7.3	"	"	1898	91½	1st M. ( " ) gold skg fd.	2,825,000	7	"	N.Y. or Lond.	1915	....
2d Mortgage (P. du Chien).....	230,500	7	March & Sept.	"	1873	....	2d Mortgage, endorsed by La....				New York.	1915	....
Milwaukee City Loan.....	234,090	7	Jan. & July.	"	1891	....	New York and Boston:						
1st Mort. (Milw. & Wtn.).....	148,500	7	"	"	1891	....	1st Mortgage gold, for \$3,000,000						
Real Estate Purchase.....							New York Central & Hudson R.:						
Milw. Manitowoc & Green Bay:							Debt Certif. (N. Y. Central)....	5,936,626	6	May & Nov.	New York.	1883	95
1st Mortgage for \$2,500,000.....							Bonds for debts ass'd (N.Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	100
Milwaukee and Northern:							Bonds for R. & N. S. L. ( " )	76,000	6	May & Nov.	"	1883	59
1st Mortgage for \$13,000 p.m.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for R. R. stocks ( " )	592,000	6	"	"	1883	88
Mineral Point:							Bonds for real estate ( " )	162,000	6	"	"	1883	88
1st Mortgage, Dec. 21, 1868.....	400,000	8*	Jan. & July.	New York.	1911	....	Bonds of 1864 renewed ( " )	2,900,000	6	June & Dec.	"	1887	92½
Minneapolis & Duluth (L.S. & M.)							1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	2d Mort. ( " ) S. F.....	1,894,000	7	June & Dec.	"	1885	....
Minneapolis & St. L. (L.S. & M.)							3d Mort. ( " ).....	180,000	7	May & Nov.	"	1875	....
1st Mortgage gold, guaranteed..	20,000 p.m.	7*	Jan. & July.	New York.	1895	....	Bonds of '71, tax free (N.Y. & H)	1,950,000	7	April & Oct.	"	1891	....
Minnesota and North Western:							Consol. Mort. for \$10,000,000....				"	1902	103½
1st Mort. gold, skg fd & tax free	1,354,000	7	May & Nov.	New York.	1899-71	....	New York and Harlem:						
Mississippi Central:							1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	....
1st Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	99
2d Mortgage.....	7*	May & Nov.	"	"	1912	....	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
General Mort. for \$8,000,000 gold	1,560,000	7*	"	"	1899	10½	Bonds of 1863, unsecured.....	106,000	7	"	"	1873	....
Mississippi, Ouachita & Red Riv:							N. York, Housatonic & Northern:						
1st Mortgage gold.....	1,000,000	7*	"	"	1910	....	1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
2d Mort. Land Grant gold.....	1,550,000	7	April & Oct.	"	1910	....	New York and New Haven:						
State (Ark.) subsidy \$10,000 p.m.	600,000	7	April & Oct.	New York.	1876	....	1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	100½
Mississippi and Tennessee:							New York & Oswego Midland:						
1st Mortgage of April 1, 1856.....	1,181,600	8	Jan. & July.	"	'81-'93	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....
Consolidated Mort. Sept. of 1866.							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	....
Mississippi Valley and Western:							2d Mortgage non-convertible..	1,500,000	7	"	"	1898	....
1st Mortgage \$20,000 p. m.....	4,250,000	6*	Jan. & July.	New York.	1899	....	New York, Providence & Boston:						
Missouri, Iowa and Nebraska:							1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	1873-78	....
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	140,000	7	Jan. & July.	"	1876	....
Missouri, Kansas and Texas:							Extension Bonds.....	250,000	6	May & Nov.	"	1878-81	....
1st Mort. (U. Pac. S. Br.) skg fund	7,833,000	7*	Feb. & Aug.	"	1904	....	General Mort. for \$1,000,000....	732,000	7	"	"	1899	....
1st Mort. (Tebo & Neosho) S. F. & d							N. York, West Shore & Chicago:						
Consol. Land Grant, skg fd gold	5,000,000	10	Jan. & July.	New York.	1899	....	1st Mortgage gold, \$35,000 p. m..						
Missouri River, Ft. Scott & Gulf:							Niles and New Lisbon:						
1st Mortgage Land skg fd, tax fr	2,000,000	10	April & Oct.	N. Y. & Bos.	74½	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	Norfolk County (B. H. & Erie):						
Mobile and Girard:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage.....	300,000	7	"	"	1889	....	Norfolk & Petersburg (A.M. & O.):						
Mobile and Montgomery:							1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	2d Mortgage.....	157,000	7	"	"	1877	....
Mobile and Ohio:							1st Mortgage.....	458,000	8	"	Norfolk.	1893	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	North Eastern (B. Car.):						
Interest bonds.....	804,400	8	"	"	1877	....	1st Mortgage of Sept. 1, 1869....	820,000	7	March & Sept.	Charleston.	1899	....
Interest bonds.....	371,800	8	"	"	1883	....	2d Mortgage of Sept. 1, 1869....	322,000	7	"	"	1899	....
Interest (sterling) bonds.....	755,040	6*	March.	London.	1883	....	North Pennsylvania:						
2d Mort. (Income Liquidation)...	943,121	8	"	Mobile.	1877	....	1st Mortgage.....	2,225,000	6	Jan. & July.	Philadelphia.	1885	100
Montclair (N. Y. & O. Mid.)							2d Mortgage.....	5,000,000	7	May & Nov.	"	1896	102½
1st Mortgage gold, guar.....	1,200,000	7*	March & Sept.	New York.	....	....	Chafel Mortgage.....	360,000	10	April & Oct.	"	1877	106
2d Mortgage.....	400,000	7	"	"	....	....	North Shore (L. I.)						
Income Mortgage.....	700,000	7	"	"	....	....	1st Mortgage.....	138,000	7	Feb. & Aug.	New York.	1887	....
Montgomery and Eufaula:							Northern Central:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	1st Mortgage, Md. State loan....	1,500,000	5	J. A. J. & O.	Baltimore.	1885	95
1st Mortgage not endorsed.....	300,000	8	June & Dec.	"	1900	....	2d Mortgage skg fd.....	2,500,000	6	Jan. & July.	"	1900	90½
Monticello:							3d Mortgage skg fd.....	1,223,000	6	April & Oct.	"	1877	95
1st Mortgage.....	420,000	8	April & Oct.	New York.	1910	....	3d Mortgage Y. & O. M. B. guar.	500,000	6*	Jan. & July.	"	1900	92
Monticello and Fort Jervis:							Consol. Mortgage.....	2,495,000	6*	"	"	1890	....
1st Mortgage gold, tax free.....	650,000	7	J. A. J. & O.	New York.	1890	....	Income Mortgage conv.....	1,900,000	7	April & Oct.	"	1880	....
Torrie and Essex (D. L. & W.):							Northern New Hampshire:						
1st Mortgage sinking fund, guar.	6,000,000	7	March & Sept.	New York.	1924	106	1st Mortgage.....	105,200	6	April & Oct.	Boston.	1874	....
2d Mortgage guar.....	8,000,000	7	Feb. & Aug.	"	1891	104	Northern New Jersey (Erie):						
Convertible bonds.....	1,610,000	7	Jan. & July.	"	1900	92	1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	New York.	1878	....
Conversion bonds of 1871.....	2,990,000	7	Feb. & Aug.	"	1889	97							



# AMERICAN RAILROAD BOND LIST.

1007

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	30	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	90
Norwich & Worcester (B.H. & L.):							Perth Amboy & Woodbr. (C&A):						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.....	200,000	....	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.....	150,000	7	"	"	1877	....	1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	79-88	....
Nyack and Northern:							Philadelphia and Baltimore Cent.:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 361 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 91 m.)	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	93	2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	1879	93	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....	Loan of 1868.....	1,138,900	6	Jan. & July.	Philadelphia.	1893	80
Ohio and Mississippi:							Loan of 1870, convertible.....	28,000	7	"	"	1890	....
Consolidated 1st Mortgage.....	6,694,000	7	Jan. & July.	New York.	1898	90	Mortgage Loan of 1867, conv.....	86,500	6	"	"	1886	....
Consolidated 1st Mortgage, stg.....	3,529,000	7	"	London.	1898	....	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	102
Consolidated 2d Mortgage.....	3,529,000	7	April & Oct.	New York.	1911	75	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	106 1/2
2d Mortgage, (W. Div.).....	433,000	7	Jan. & July.	"	1874	....	Mortgage Loan of 1868 stg.....	182,400	6	Jan. & July.	London.	1880	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	"	1882	....	Mortgage Loan of 1843 stg.....	976,800	6	"	"	1880	....
Sinking Fund Bond.....	50,000	7	May & Nov.	"	1883	....	Mortgage Loan of 1836 stg.....	177,000	7	"	"	1880	....
Oil Creek and Allegheny River:							Mortgage Loan of 1836 stg.....	7,096,000	7	June & Dec.	Philadelphia.	1911	103 1/2
1st Mortgage (J. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78 1/2	Consolidated Dollar coupon.....	3,414,000	7	"	"	1911	104 1/2
1st Mortgage (War. & Fkln).....	580,000	7	April & Oct.	"	1882	78	Mortgage Gold or stg coup.....	7,000,000	6	"	Phil. or Lond.	1911	....
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	42	June 1, 1871. Gold or stg reg.....	665,000	6	"	"	1911	103 1/2
Old Colony and Newport:							Dollar coupon.....	332,000	6	"	Philadelphia.	1911	....
Plain Bonds.....	1,000,000	6	March & Sept.	Boston	1876	98 1/2	New debent. loan, conv.....	6,090,985	7	Jan. & July.	"	1893	104 1/2
Plain Bonds.....	485,000	6	April & Oct.	"	1875	95	New improvement Mort. loan.....	6,631,616	6	April & Oct.	Phila. or Lond.	1897	....
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	101 1/2	Philadelphia, Wilmington & Balt.:						
Omaha and Northwestern:							Mortgage Loan, convertible.....	345,000	6	Jan. & July.	Philadelphia.	1884	111 1/2
1st M. land grant, gold \$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....	Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
Omaha and Southwestern:							Loan of 1867.....	1,000,000	6	"	"	1887	....
1st Mortgage \$20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	87 1/2	Pickering Valley (Phila. & Rdg):						
Orange, Alexandria & Manassas:							1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	89 1/2	Pittsburg, Cin. & St. Louis (Pa.):						
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	80 1/2	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	64 1/2
3d Mort. " " "	598,000	8	May & Nov.	Richmond.	1873	81	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	monthly.	New York.	1884	72
4th Mort. " " "	574,000	8	March & Sept.	Alexandria.	1880	74	1st Mort. (Ct. & Newk 33m) conv	775,000	7	Jan. & July.	Philadelphia.	1893	....
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	90	Pittsburg & Connellsville:						
Orange and Newark:							1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	85
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....	2d Mort. (Balt. Loan) of 1866...	1,000,000	6	"	"	1886	65
Osage Valley & Southern Kansas:							1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Pittsburg, Ft. Wayne & Chicago:						
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	104 1/2
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
Oswego and Rome (R. W. & O.):							1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	100 1/2
Ottawa, Oswego & Fox River:							2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage guar. by (C. B. & Q.)	1,260,000	8	Jan. & July.	Boston.	1900	98	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
Owensboro' and Russellville:							2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
1st Mortgage for \$1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	81 1/2	2d Mortgage (Series M).....	860,000	7	Jan. & July.	"	1912	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	72	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	97
Income Bonds.....	1,500,000	7	"	"	1892	....	Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	"	1876	....
St. Louis County Bonds.....	700,900	7	Monthly.	St. Louis.	1885	....	Construction bonds of Jan. 1, 190	100,000	7	Jan. & July.	"	1877	....
1st Mort. (Lex. & St. Louis) gold	1,000,000	6	Jan. & July.	New York.	1887	....	Plymouth, Kankakee & Pacific:						
1st Mortgage (Lea. Atch & Nev.)	500,000	7	April & Oct.	"	1889	....	1st Mortgage for \$3,800,000.....	.....	7	Jan. & July.	.....	1901	....
Paducah and Memphis:							Port Huron & Lake Michigan:						
1st Mortgage gold for \$2,805,000.	1,071,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage gold, for \$1,800,000	.....	7	May & Nov.	New York.	1889	80
Panama:							Portland & Ogdensburg (M. & N. H.):						
1st Mortgage, stg £19,350.....	93,847	7	April & Oct.	London.	1875	....	1st Mort. (Maine Section) gold.	800,000	6	Jan. & July.	Boston.	1900	....
General Mortgage, stg £597,800.	3,869,330	7	"	"	1897	....	Consol. Mort. gold, for \$3,300,000	.....	6	May & Nov.	"	1901	....
Paris and Decatur:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold.....	1,200,000	1	Jan. & July.	New York.	1901	....	1st Mortgage gold, for \$2,300,000	.....	6	May & Nov.	Boston.	1891	....
Paterson and Newark (Erie):							Portland and Oxford Central:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	....
Pekin, Linc. & Decatur (T.V. & W.):							Portland and Rochester:						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	75	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Portland.	1887	....
Pemberton & Hights (U.C. of N.J.):							1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	2d Mort. Sept. 1, 1871 for \$450,000	.....	7	March & Sept.	"	1891	....
Pemberton & N. York (N.J.S.):							Port Royal (S. C.):						
1st Mortgage, guaranteed.....	500,000	7	"	New York.	....	....	1st Mortgage gold, skg fd.....	1,500,000	7	May & Nov.	N. Y. & Lond.	1889	....
Peninsular Railway:							1st Mort. gold, guar. by Ga. Co.	1,000,000	7	"	"	1889	....
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N. Y. & Lond.	1899	....	Pongkeepsie and Eastern:						
1st Mortgage gold (S.F.) 2d series	979,000	7	"	"	1900	....	1st Mort. gold, conv. & tax free..	800,000	7	Jan. & July.	New York.	1910	....
Pennsylvania:							Providence and Worcester:						
1st Mortgage (Harr. to Pbg)....	4,970,000	7	Jan. & July.	Philadelphia.	1880	101	1st Mortgage.....	300,000	6	Jan. & July.	Providence.	18	....
2d Mortgage ( " " " ).....	2,583,800	6	April & Oct.	"	1875	101	Quincy, Alton and St. Louis:						
2d Mortgage ( " " " ) skg.....	2,282,240	6	"	London.	1875	....	1st Mortgage gold.....	850,000	7	May & Nov.	Philadelphia.	1882	....
General Mortgage (comp. & reg.)	12,558,760	6	J. A. J. & O.	Philadelphia.	1910	91	Quincy and Toledo (T. W. & W.):						
State lien for \$7,500,000, skg fd	5,401,675	5	April & Oct.	Harrisburg.	74-90	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	80
Pennsylvania Coal:							Quincy & Warsaw (C. B. & Q.):						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	80 1/2
Pennsylvania and Delaware:													

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							Sioux City and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensburg:							Somerset (Me. Central):						
1st Mortgage (W. & R.) Skg Fund	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....	South Carolina:						
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free...	500,000	7	May & Nov.	Boston.	1880	72 1/2	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	75 1/2	Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. ( " ).....	17,500	6	" "	"	1879	....	1st M. endor. by State \$16,000pm	.....	8	.....	.....	.....	....
Calais Loan (Lewey's Island)...	130,000	6	June & Dec.	"	1878	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free...	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	....	2d Mort. " " " "	200,000	7	" "	"	1889	....
1st M. (W.D.) land grant, g'd tax fr	15,000pm	8*	" "	"	1900	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	89	1st Mort. endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	64 1/2
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E)	1,700,000	7	" "	"	1884	70	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	93
1st Mortgage, gold \$16,000.....	.....	7*	Jan. & July.	New York.	1901	....	South Side (L. L.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	86 1/2	South Side, Va. (A.M. & O.):						
St. Louis, Jacksonv. & Chic. (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	95 1/2	2d preferred bonds.....	617,000	6	" "	"	'84-'90	65
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	"	1898	....	3d preferred bonds.....	448,500	6	" "	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	82 1/2	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Denr. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed...	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans D.) gold skg f'd, con	1,000,000	7	" "	"	1896	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*	.....	.....	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,898,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	" "	"	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	" "	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plain Bonds, various conv....	391,060	7	various.	Macon.	'72-'86	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muscoogee) conv...	300,000	7	" "	"	'72-'76	....
1st M. land gr. gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Land.)	2,024,000	7	Jan. & July.	"	....	....	2d Mortgage gold, tax free.....	1,000,000	7*	" "	"	1900	....
General Mort. (R. R. & L'ds) skg.	1,000,000	7*	" "	London.	....	....	Springfield and Northwestern:						
1st M. (W. Line) R.R. & Lands.	6,000,000	7	" "	New York.	....	....	1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
2d M. (W. Line) R. R. & Lands.	3,000,000	7	" "	"	....	....	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	Sterling Mountain:						
Land Stock on 400,000 acres.....	2,400,000	8	J. A. J. & J.	"	1890	....	1st Mortgage.....	850,000	7	Jan. & July.	New York.	1874	....
St. Paul, Stillwater & Taylor's F.							Sullivan (Verm. Central):						
1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Salem (W. Jer.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92 1/2	Sullivan and Erie:						
Salem and Lowell (B. & L.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	228,900	6	Feb. & Aug.	Boston.	1878	90 1/2	Summit Branch:						
Sand., Mansfield & Newark (C. & O.):							1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90 1/2
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....	Sunbury and Lewiston:						
San Fran., Oakland & Alameda:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	Superior and St. Croix:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, \$16,000 p. m.....	.....	8	.....	.....	....	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Superior and Northwestern:						
Savannah and Charleston:							1st Mortgage, \$16,000.....	.....	8	.....	.....	....	....
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	Susquehanna, Brid. & Erie June (Erie):						
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Funded Interest bonds.....	167,400	7	" "	"	1889	....	Sussex (N. J.):						
Savannah, Griffin & North Ala.							1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
1st Mortgage for \$500,000 guar.	162,000	7	Jan. & July.	Macon.	1891	....	Swedesboro (W. Jer.):						
Savannah and Memphis:							1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....	Syracuse, Bing. & N. Y. (DL & W):						
Schenectady & Susq. (D. & H. Can.):							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
Seaboard and Roanoke:							Syracuse and Chenango Valley:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	100	1st Mort. gold, for \$500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Seima and Gulf:							Tebos and Neosho (M. K. C. & T.):						
1st M. (guar. by Ala.) \$16,000pm.	.....	8*	April & Oct.	New York.	1890	....	1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Seima, Marion and Memphis:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
1st M. gold gr. by Ala. \$16,000pm.	.....	8*	March & Sept.	New York.	1889	....	Flores:						
Seima, Rome and Dalton:							1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	Toledo, Peoria and Warsaw:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1880	....	1st Mortgage (E. Div.) 110 m.....	1,600,000	7	June & Dec.	New York.	1894	83
Equipment Mortgage.....	230,000	10	" "	"	1881	....	1st Mortgage (W. Div.) 117 m.....	1,800,000	7	Feb. & Aug.	"	1896	73
Shamokin Valley & Pottav. (N. C.):							2d Mortgage (W. Div.) 117 m.....	1,800,000	7	April & Oct.	"	1886	56
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	92	Equipment Mort. sinking fund....	94,000	8	Jan. & July.	"	1879	....
Shenandoah and Fond du Lac:							Consol. Mort. 227 m. \$6,500,000.	1,406,000	7	May & Nov.	"	1910	53
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	1st Mortgage (Burl. Br.) 19 m.....	250,000	7	June & Dec.	"	1910	....
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	....	Tom's River & Watert. (N. J. So.):						
Shenandoah and Allegheny:							1st Mortgage guaranteed.....	80,800	7	.....	New York.	1888	....
1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York.	1889	....	Troy & Bennington (T. & ):						
Shenung Valley (Ct.):							1st Mortgage skg fund, nar....	100,600	7	Jan. & July.	Troy.	1878	....
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
Shore Line (N. Y. & N. H.):							2d Mortgage.....	300,000	7	April & Oct.	"	1885	....
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	3d Mortgage.....	650,000	7	May & Nov.	"	1875	....
Sioux City and St. Paul:							Convertible Bonds.....	648,000	7	" "	"	1882	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....							
Land Grant Mortgage gold.....	600,000	7*	Jan. & July.	"	....	....							



An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:							Western Maryland:						
1st Mort. (Tol. & Ill. 75 m.)	\$900,000	7	Feb. & Aug.	New York.	1890	91 1/2	1st Mortgage	\$400,000	6	Jan. & July.	Baltimore.	1890	80
1st M. (L. Erie. W. & St. L. 167 m.)	2,500,000	7	"	"	1890	91	1st Mort. endor. by Balt.	200,000	6	"	"	1890	100
1st M. (Gt. W. Rwy. of '59, 181 m.)	2,500,000	7	Feb. & Aug.	"	1888	91	2d Mort.	300,000	6	"	"	1890	98 1/2
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	"	1890	88	2d Mort. endor. by Wash. Co.	300,000	6	"	"	1890	87
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	"	1882	90 1/2	2d Mortgage preferred	600,000	6	"	"	1895	61
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	80	3d Mortgage endor. by Balt.	875,000	6	"	"	1900	99 1/2
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	"	"	1871	80	Western Pacific (Cen. Pac.):						
2d M. (Gt. W. Rwy. of '59, 181 m.)	2,500,000	7	"	"	1893	78	1st Mortgage assumed, gold	2,735,000	6 1/2	Jan. & July.	New York.	1899	61
Equipment (Tol. & Wab. 75 m.)	600,000	7	"	"	1883	67	Western Pennsylvania (Penn.):						
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	"	1907	69 1/2	1st Mortgage (main line 57 m.)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st M. (Dec. & East St. L. 109 m.)	2,700,000	7	"	"	1900	76 1/2	1st Mortgage (Pittsb. Br. 25 m.)	1,000,000	6	Jan. & July.	"	1896	....
Consol. 2d mort. (500 m.) gold.	5,000,000	7 1/2	Feb. & Aug.	"	1893	....	Western Union (M. & St. P.):						
Troy, Salem & Rutland (R. & Sar.):							1st Mortgage for \$5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....	West Jersey:						
Troy Union (and Depot):							Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....	1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
2d Mortgage, guaranteed	180,000	6	"	"	1878	....	Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	103
Tuckerton:							West Wisconsin:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....	1st Mort. land gr. gold skg fund	4,000,000	7 1/2	Jan. & July.	N.Y. or Lond.	1896	84 1/2
Union Pacific:							Whitehall & Plattsburg (M. & P.):						
1st Mortgage gold, tax free	27,237,000	6 1/2	Jan. & July.	N. Y. & Bost.	'96-'99	84 1/2	1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
2d Mortgage (Gov. subsidy)	27,236,000	6 1/2	"	"	'96-'99	84 1/2	Wicomico and Pocomoke:						
1st Mort. Land Grant	9,195,000	7	April & Oct.	"	1889	82 1/2	1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Income Mortgage	7,563,000	10	March & Sept.	"	1874	82	Williamston and Tarboro':						
Omaha Bridge B'ds, etc	2,500,000	8 1/2	April & Oct.	London.	1896	....	1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Union Pacific (Central Div.):							Wilmington, Colum. & Augusta:						
1st Mortgage gold, tax free	1,600,000	6 1/2	May & Nov.	New York.	1895	....	1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	64 1/2
2d Mortgage (Gov. subsidy)	1,600,000	6 1/2	Jan. & July.	"	'96-'78	....	Wilm., Charlotte & Rutherford:						
Union Pacific, S. Br. (M. & K. & T.):							1st Mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage gold, skg fund	3,595,000	6 1/2	Jan. & July.	New York.	1890	....	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	1897	....
Union & Titusville (O.C. & A. Riv.):							Wilmington and Reading:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	90 1/2

## RAILROAD SHARE LIST, including Milcage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

As asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italic." Successful Railroads are distinguished by a "✓" and "Succ." Railroads are distinguished by a "✓" and "Succ."

Abstract of General Balance Sheet.									
Property and Assets.				Liabilities.				Railroad Operated.	
Rolling Stock.				Accounts and Cash.				Trains Moved.	
Freight.				Stocks.				Passenger.	
R. M. E.				Bonds.				Freight.	
Engines.				Accounts.				Gross.	
Railroad in progress.				Surplus Income.				Net.	
Branch Line.				Dividends.				Value of Shares.	
M. in Line.				Par.				Market.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	
M.				P.C.				P.C.	



[illegible]





[illegible]

## RAILROAD SHARE LIST, INCLUDING MILEAGE, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running date (....) signifies "not ascertained."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "v."

Abstract of General Balance Sheet.

Rolling Stock										Railroad										Branch Line										Main Line										Years ending																			
Car.										Engine.										Track and Siding.										Branch Line.										Main Line.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.										Freight.										Passenger.										Freight.										Passenger.										Year ending									
R. M. E.																																																											



APR 30, 1873	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
12,980,000	1,205,000	2,622,501	1,091,747	241,300	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											

## PREFERRED &amp; GUARANTEED STOCKS

(Marked thus (\*) are guaranteed by Lessees; and thus (\*) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Rate.	Div'ds.	Market Price.
<b>RAILROAD STOCKS:</b>				
Atlantic and Great Western, pref.	10,000,000	7	...	...
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	...
Atlantic, Mississippi and Ohio, guar.	276,200	7	...	...
Atlantic and Pacific, preferred	10,000,000	7	...	...
Atlantic and St. Lawrence, guar.	3,994,900	4	...	...
Baltimore and Ohio, preferred	3,552,800	6	...	...
Berkshire, guaranteed	600,000	7	...	...
Blossburg and Corning, guaranteed	250,000	5	...	...
Boston, Concord and Montreal, pref.	800,000	6	...	...
Buffalo, New York and Erie, guar.	950,000	7	...	...
Catawissa, pref. and guar.	1,159,500	7	...	...
Camden and Amboy, guaranteed	6,847,800	10	...	...
Camden and Atlantic, preferred	763,549	7	...	...
Cayuga and Susquehanna, guar.	589,110	9	...	...
Cedar Rapids and Missouri River, preferred and guaranteed	769,600	7	...	...
Central of New Jersey, guar.	20,000,000	10	...	...
Central Ohio, preferred	411,550	6	...	...
Chemung, guaranteed	380,000	6	...	...
Cheshire, preferred	2,153,200	7	...	...
Chicago and Alton, preferred	2,425,400	10	...	...
Chicago, Iowa & Nebraska, guar.	3,916,300	8	...	...
Chicago and North-Western, pref.	21,289,563	7	...	...
Cine, Sand and Cleveland, pref.	429,000	6	...	...
Cleveland and Mahoning, guar.	2,059,200	7	...	...
Cleveland and Pittsburgh, guar.	11,236,150	7	...	...
Cumberland Valley, 1st preferred	241,900	8	...	...
" 2d preferred	243,000	8	...	...
Dayton and Michigan, pref. & guar.	922,400	8	...	...
Delaware, guaranteed	1,315,390	6	...	...
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	...
Dubuque and Sioux City, guar.	5,000,000	3	...	...
Dubuque South-Western, pref.	590,315	8	...	...
Eastern (N. H.), preferred	492,500	6	...	...
Elmira, Jeff. and Canad. guar.	500,000	5	...	...
Elmira & Williamsport, pref. & guar.	500,000	7	...	...
" com. & guar.	500,000	5	...	...
Erie Railway, preferred	8,536,910	7	...	...
Erie and Pittsburgh, guar.	2,000,000	7	...	...
Evansville and Crawfordsville, pref.	100,000	7	...	...
Hannibal and St. Joseph, pref.	2,167,700	7	...	...
Harrisburg and Lancaster, guar.	1,182,550	7	...	...
Housatonic, preferred	1,180,000	8	...	...
Huntington & Broad Top Mtn, pref.	190,750	7	...	...
Jeff. Mad. & Indianapolis, guar.	2,000,000	7	...	...
Joliet and Chicago, guar.	1,500,000	7	...	...
Joliet and Northern Indiana, guar.	300,000	8	...	...
Little Miami, Col. and Xenia, guar.	6,394,450	8	...	...
Louisv., Cincinnati and Lex. pref.	851,000	9	...	...
Marietta and Cincinnati, 1st pref.	8,101,650	6	...	...
" 2d pref.	4,436,250	6	...	...
Mich. Southern, (Lake Shore) guar.	553,500	10	...	...
Mill Creek, guaranteed	323,375	10	...	...
Milwaukee and St. Paul, preferred	12,274,483	7	...	...
Mine Hill, guaranteed	3,856,450	8	...	...
Montclair, guaranteed	2,000,000	7	...	...
Morris and Essex, guar.	15,000,000	7	...	...
Nequehoning Valley, guar.	2,000,000	10	...	...
Newark and New York, guar.	1,000,000	7	...	...
Newcastle and Beaver Valley, guar.	605,000	10	...	...
New Jersey, guaranteed	7,295,200	10	...	...
New London Northern, guar.	971,400	10	...	...
New York & Harlem, pref. & guar.	1,500,000	8	...	...
" com. & guar.	8,500,000	8	...	...
Niagara Br. & Canandaigua, guar.	1,000,000	6	...	...
North Eastern (S. C.), preferred	105,000	8	...	...
Northern New Jersey, guar.	1,000,000	8	...	...
Norwich and Worcester, guar.	2,823,400	10	...	...
Ogdensburg & Lake Cham., guar.	3,077,000	7	...	...
" pf. & guar.	2,000,000	8	...	...
Ohio and Mississippi, preferred	4,030,000	7	...	...
Owego and Syracuse, guar.	1,144,400	9	...	...
Panama, guaranteed	7,000,000	12	...	...
Patterson and Hudson, guar.	630,000	8	...	...
Pemberton and Hightstown, guar.	342,000	6	...	...
Peoria and Bureau Valley, guar.	1,200,000	8	...	...
Philadelphia and Erie, preferred	2,400,000	10	...	...
Phila. Germantown & Norristown, guar.	2,231,900	12	...	...
Philadelphia and Reading, pref.	1,551,687	10	...	...
Philadelphia and Trenton, guar.	1,259,100	10	...	...
Pittsburg, Ft. Wayne & Chic., guar.	22,214,285	7	...	...
Pittsfield and North Adams, guar.	450,000	5	...	...
Portland, Saco & Portsmouth, guar.	1,500,000	10	...	...
Rochester & Genesee Valley, guar.	557,500	7	...	...
Rutland, preferred and guaranteed	4,300,000	7	...	...
St. Louis, Alton & Terre Haute, guar.	2,468,400	7	...	...
St. Louis, Jacksonv. & Ch. pf. & guar.	1,054,100	7	...	...
St. Louis, Kansas City & Nor., pref.	12,000,000	7	...	...
Schenectady Valley, guaranteed	676,000	5	...	...
Shamokin V. & Pottsville, guar.	869,450	6	...	...
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	...	...
" 2d pref.	1,000,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	...	...
Warren, guaranteed	1,500,000	7	...	...

## CANAL STOCKS.

Delaware Division, guar.	1,933,350	8	...	...
Delaware and Raritan, guar.	5,847,500	10	...	...
Morris, preferred and guaranteed	1,175,000	10	...	...
" com. and guar.	1,085,000	4	...	...
Schenectady Navigation, preferred	2,898,977	6	...	...

## WHOLESALE PRICE CURRENT.

<b>IRON-DUTY:</b> Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 7¢ per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, 6¢; Scrap Wrought, 8¢ per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.	
Pig, Scotch-Coltness.....per ton 40 - @ - -	
Gartsherrie.....@ - -	
Summerlee.....34 50 @ - -	
Carnbroe.....@ - -	
Langloan.....@ - -	
Glengarnock.....34 - @ 35 -	
Eglinton.....23 - @ 23 50	
Pig, American, No. 1.....31 - @ 32 -	
Pig, American, No. 2.....29 - @ 30 -	
Pig, American, Forge.....26 - @ 28 -	
Bar, Refined, English and American.....@ - -	
Bar, Swedes, assorted sizes.....(gold) 137 50 @ 140 -	
<b>STORE PRICES:</b>	
Bar, Swedes, ordinary sizes.....160 - @ 162 50	
Bar, Swedes, Plow sizes.....170 - @ 172 50	
Bar, Refined, 1½ to 2 in. rd. & sq. 1 to 6 inch x 1½ to 1 in.....67 50 @ 70 -	
Bar Refined, 1½ to 6 by 1½ & 5-16 in.....72 50 @ 75 -	
Bar Refined, 1 & 1½ by 1½ & 5-16.....72 50 @ 75 -	
Large Rounds, 2½ to 3½ @ 4 in.....75 - @ 90 -	
Scroll.....90 - @ 130 -	
Ovals and Half-round.....90 - @ 100 -	
Band, 1 to 6 in. by 3-16 to No. 12.....85 - @ 87 50	
Horse Shoe.....97 50 @ 100 -	
Rods, 1½ to 1 in.....70 - @ 127 50	
Hoop, 1½ by No. 22 to 1 & 1½ by 13 & 14.....95 - @ 150 -	
Nail Rod.....8 - @ 9 -	
Sheet Russia, as to assortment.....(gold) 15½ - @ -	
Sheet, Single, D. and T. Common.....44 - @ 5 -	
Sheet, Doubles and Trebles, Charcoal.....5 - @ 6 -	
Sheet Galvanized.....List 10 per ct. disc.	
Rails, English.....(gold) per ton.....@ 52 -	
Rails, American, at Works in Penna. c'y.....@ 62 50	
<b>STEEL-DUTY:</b> Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)	
English, Cast, (2d and 1st quality).....per lb. - 17 - @ 21 -	
English Spring (2d and 1st quality).....94 - @ 104 -	
English Blister (2d and 1st quality).....14 - @ 184 -	
English Machinery.....@ - @ 144 -	
English German (2d and 1st quality).....124 - @ 144 -	
American Blister.....@ - @ 114 -	
American, Cast, Tool.....@ - @ 17 -	
American, Cast Spring.....@ - @ 11 -	
American Machinery.....114 - @ 12 -	
American German Spring.....@ - @ -	
<b>NAILS-DUTY:</b> Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val., all less 10 per cent.	
10d. to 60d. Com. Fence & Sheath per keg. 3 75 @ 3 85	
8d. and 9d. ".....4 - @ 4 15	
6d. and 7d. ".....4 25 @ 4 40	
4d. and 5d. ".....4 50 @ 4 65	
3d. and 4d. Light.....5 25 @ 5 40	
3d. Fine.....6 - @ 6 15	
2d.....6 75 @ 6 90	
Cut Spikes, all sizes.....4 - @ 4 15	
<b>TIN-DUTY:</b> Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.	
Bianca.....(gold) per lb. - @ - 254	
Straits.....(gold).....@ - 224	
English, L. & F.....(gold).....@ - 21	
English, Refined.....(gold).....214 - @ - -	
Plates - Fair to good brands.....Gold.	
I. C. Charcoal.....per box 10 - @ 10 25	
I. C. Coke.....8 - @ 8 25	
Coke Terne.....7 374 @ 8 -	
Charcoal Terne.....9 - @ 9 25	
<b>PETROLEUM-DUTY:</b> Crude, 20 cents; Refined 40 cents per gallon.	
Crude 40@48 gravity (in bulk).....5 @ - -	
Crude 40@47 gravity (in shipping order).....8 @ - -	
Refined, Standard White (in ship's order).....114 - @ 12 -	
Refined, S. W. (in jobbing lots).....124 - @ 124 -	
Refined, S. W. (in tin).....164 - @ 194 -	
Naphtha, Refined (65@73 gravity).....74 - @ 74 -	
Residuum.....(in shipping order) per gall. - 64 - @ 64 -	
<b>COPPER-DUTY:</b> Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.	
Copper, New Sheathing, (over 12 oz.) per lb. - @ 33 -	
Copper, Bolts.....@ 35 -	
Copper, Braziers' (over 16 oz.).....@ 35 -	
Copper, Nails.....@ 40 -	
Copper, Old Sheathing, &c., mixed lots.....@ - -	
Copper, American Ingot Lake.....20 4 - @ 224 -	
Copper, English Pig.....@ - -	
Yellow Metal, New Sheathing & Bronze.....@ 24 -	
Yellow Metal, Bolts.....30 - @ -	
Yellow Metal, Nails, Sheathing & Slating.....@ 24 -	
<b>LEAD-DUTY:</b> Pig, 2¢ per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb., all less 10 p. ct.	
Spanish Ordinary.....(gold) per 100 lb. 6 374 @ -	
German Ordinary.....(gold) 6 374 @ -	
English.....(gold) 6 50 @ -	
Foreign Refined.....(gold) 7 124 @ 7 25	
Domestic.....(gold) 5 75 @ 5 80	
<b>COAL-DUTY:</b> Bituminous, 75 cts. per ton of 28 bushels 50 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.	
Liverpool Gas Cannel.....11 - @ -	
Liverpool House Cannel.....18 - @ 19 -	
Anthracite (by cargo).....per ton of 1,000 lb. 5 - @ 6 -	

## New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 1.

	Th. 30.	F. 31.	Sat. 1.	M. 3.	Tu. 4.	W. 5.
Boston, Har. & Erie.....	14	14	14	14	14	14
Canton Co.....	14	14	14	14	14	14
Central Pacific.....	89	89	89	89	89	89
Central Pacific 6s.....	106	106	106	106	106	106
Central of N. Jersey.....	106	106	106	106	106	106
Chesapeake & Ohio 1m.....	50	50	50	50	50	50
Chicago & Alton.....	104	104	104	104	104	102
.. pref.....	106	106	106	106	106	106
.. 1 M.....	106	106	106	106	106	106
.. S. F.....	81	81	81	81	81	81
.. Inc. bds.....	97	97	97	97	97	97
Chicago, Burl. & Q.....	105	105	105	105	105	105
.. 8s, 1883.....	38	38	38	38	37	37
Chic. & Northwestern.....	56	56	56	56	56	56
.. pref.....	56	56	56	56	56	56
.. 1st M.....	101	101	101	101	101	101
.. S. F.....	101	101	101	101	101	101
.. Consol.....	85	85	85	85	85	85
Chic., Rock Isl. & Pac.....	99	99	99	99	99	99
Chi. R. I. & Pa. 7s, 1896.....	106	106	106	106	106	106
Clev., Col., C. and Ind.....	58	58	58	58	58	58
Clev. & Pittsburg guar.....	88	88	88	88	88	88
.. 2 M.....	106	106	106	106	106	106
.. 3 M.....	106	106	106	106	106	106
.. 4 M.....	106	106	106	106	106	106
Clev. and Toledo.....	103	103	103	103	103	103
.. S. F. 7s.....	103	103	103	103	103	103
Col., Chi. & Ind. C.....	17	16	16	10	15	13
.. 1 M.....	81	81	81	81	81	81
.. 2 M.....	81	81	81	81	81	81
Del. & Hudson Canal.....	114	114	114	114	114	114
Del. Lack. & Western.....	107	107	107	107	107	107
.. 1 M 7s.....	107	107	107	107	107	107
.. 2 M 7s.....	107	107	107	107	107	107
Erie Railway.....	32	32	32	32	32	32
.. pref.....	32	32	32	32	32	32
.. 1 M 7s, 1897.....	103	103	103	103	103	103
.. 2 M 7s, 1879.....	97	97	97	97	97	97
.. 3 M 7s, 1883 97	97	97	97	97	97	97
.. 4 M 7s, 1880.....	97	97	97	97	97	97
.. 5 M 7s, 1888.....	97	97	97	97	97	97
.. 7s, con. gold.....	79	79	79	79	79	79
Great Western 2d mort.....	78	78	78	78	78	78
Hannibal & St. Joseph. 27	26	26	26	26	26	26
.. pref.....	26	26	26	26	26	26
.. 8s, conv.....	79	79	79	79	79	79
Hudson River.....	114	114	114	114	114	114
.. 2 M S. F.....	114	114	114	114	114	114
.. 3 M 7s, 1875.....	114	114	114	114	114	114
Illinois Central.....	95	95	95	95	95	95
.. 7s.....	95	95	95	95	95	95
Lake Shore & Mich. S'th. 72	72	72	72	73	73	72
Marietta & Cin. 1st pref.....	72	72	72	72	72	72
.. 2d pref.....	72	72	72	72	72	72
Michigan Central.....	72	72	72	72	72	72
.. S. F. 8s, 1882.....	72	72	72	72	72	72
M. S. and N. I. 1 M. S. F.....	103	103	103	103	103	103
.. 2 M.....	103	103	103	103	103	103
Milw. and St. Paul.....	35	35	35	35	35	34
.. pref.....	55	55	54	54	53	53
.. 1st mort.....	55	55	54	54	53	53
.. 2d mort.....	55	55	54	54	53	53
.. 8s.....	55	55	54	54	53	53
.. 7 3-10s con.....	55	55	54	54	53	53
.. 7s, gold.....	55	55	54	54	53	53
Missouri 6s.....	94	94	94	94	94	94
.. H. & St. J. 1s.....	94	94	94	94	94	94
Morris and Essex.....	94	94	94	94	94	94
.. 1st mort.....	105	105	105	105	105	105
.. 2d mort.....	105	105	105	105	105	105
N. Y. Cen. & Hud. Riv. 100	100	99	100	100	100	100
.. 7s, S. F. 1876.....	100	99	100	100	100	100
.. 6s, S. F. 1883.....	100	99	100	100	100	100
.. 6s, S. F. 1887.....	100	99	100	100	100	100
N. York and Harlem.....	124	124	124	124	124	124
.. pref.....	105	105	105	105	105	105
.. 1 M 7s.....	105	105	105	105	105	105
N. York N. Hav. & Hart.....	129	129	129	129	129	129
N. Carolina 6s, old.....	119	119	119	119	119	119
.. new.....	119	119	119	119	119	119
Ohio and Miss.....	25	25	25	25	25	25
.. pref.....	25	25	25	25	25	25
.. 2d M.....	25	25	25	25	25	25
Pacific Mail S. S. Co.....	44	44	44	45	45	45
Panama.....	112	111	111	111	111	111
Pitta., Ft. W. & Chi. gtd.....	92	92	92	93	93	93
.. 1 M.....	94	94	94	94	94	94
.. 2 M.....	94	94	94	94	94	94
.. 3 M.....	94	94	94	94	94	94
Quicksilver Mining Co. 24	24	24	24	25	29	29
St. L., Alton & T. H.....	24	24	24	25	29	29
.. pref.....	24	24	24	25	29	29
.. 1 M.....	24	24	24	25	29	29
.. 2 M. pref.....	24	24	24	25	29	29
.. Income bds. 70	24	24	24	25	29	29
Tennessee 6s, old.....	72	72	72	72	72	72
.. new.....	72	72	72	72	72	72
Tol., Wab. & Western.....	36	36	36	36	36	36
.. pref.....	36	36	36	36	36	36
.. 1 M.....	36	36	36	36	36	36
.. 2 M.....	36	36	36	36	36	36
.. Equipment.....	36	36	36	36	36	36
.. St. Lou. Div.....	36	36	36	36	36	36
Union Pacific.....	28	28	28	29	29	29
.. 1st mort.....	84	84	84	84	84	84
.. Lt. Gt. 7s.....	82	82	82	82	82	82
.. Inc. 10s.....	85	85	84	84	84	82
Virginia 6s, old.....	85	85	84	84	84	84
.. new.....	85	85	84	84	84	84
.. consol.....	85	85	84	84	84	84
.. def. cert.....	85	85	84	84	84	84



## New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 5.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5.
<b>FEDERAL STOCKS:—</b>						
U. S. 5s, 10-40s, reg.....	112½	112½	110½	110	113½	113½
U. S. 5s, 10-40s, coup.....	112	112	111½	111½	111½	111½
U. S. 5s, 1881, reg.....	112	112	111½	111½	111½	111½
U. S. 5s, 1881, coup.....	112½	112½	111½	111½	111½	111½
U. S. 5s, 1881, reg.....	112½	112½	111½	111½	111½	111½
U. S. 5s, 1881, coup.....	112½	112½	111½	111½	111½	111½
U. S. 5s, 5-20s, reg. '62.....	112½	112½	111½	111½	111½	111½
U. S. 5s, 5-20s, c. 1862, 111½	112½	112½	111½	111½	111½	111½
U. S. 5s, 5-20s, reg. '64, 111½	112½	112½	111½	111½	111½	111½
U. S. 5s, 5-20s, c. 1864, 111½	112½	112½	111½	111½	111½	111½
U. S. 5s, 5-20s, reg. '65.....	112½	112½	111½	111½	111½	111½
U. S. 5s, 5-20s, c. 1865, 117	112½	112½	111½	111½	111½	111½
U. S. 5s, 5-20s, c. n. '65, 115½	112½	112½	111½	111½	111½	111½
U. S. 5s, 5-20s, c. n. '65, 115½	112½	112½	111½	111½	111½	111½
U. S. 5s, 5-20s, reg. '67, 115½	112½	112½	111½	111½	111½	111½
U. S. 5s, 5-20s, c. 1867, 117½	112½	112½	111½	111½	111½	111½
U. S. 5s, 5-20s, reg. '68.....	112½	112½	111½	111½	111½	111½
U. S. 5s, 5-20s, c. '68.....	112½	112½	111½	111½	111½	111½
U. S. 5s, Pac.R.R. issue.....	117½	117½	117½	117½	117½	117½

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 4.

	W.29.	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.
Catawissa preferred ... 42	42	42	42	42	42	42
.. 7s, new .....	42	42	42	42	42	42
Camden and Amboy .....	101½	101½	101½	101½	101½	101½
.. 6s, 1875 .....	101½	101½	101½	101½	101½	101½
.. 6s, 1883 .....	101½	101½	101½	101½	101½	101½
.. 6s, 1889 .....	101½	101½	101½	101½	101½	101½
.. mort. 6s, '89, 101	100	100	100	100	100	100
Elmira & Williamsport .....	100	100	100	100	100	100
.. pref. ....	100	100	100	100	100	100
.. 7s. ....	100	100	100	100	100	100
Lehigh Navigation .....	44½	44½	44½	44½	44½	44½
.. 6s, 1884 .....	96½	96½	96½	96½	96½	96½
.. Gold L. ....	95½	95½	95½	95½	95½	95½
.. R. R. L. ....	95½	95½	95½	95½	95½	95½
.. Conv. G. E. ....	100	100	100	100	100	100
Lehigh Valley R.R. .... 61	61	61	61	61	61	61
.. 6s new coup .....	101½	101½	101½	101½	101½	101½
.. 6s new reg. ....	101½	101½	101½	101½	101½	101½
.. 7s. ....	107	107	107	107	107	107
Little Schuylkill R.R. ....	46	46	46	46	46	46
.. 7s. ....	46	46	46	46	46	46
Minehill .....	52	52	52	52	52	52
Morris Canal .....	101½	101½	101½	101½	101½	101½
.. pref. ....	101½	101½	101½	101½	101½	101½
.. 7s. ....	101½	101½	101½	101½	101½	101½
.. 10s, 1887 .....	101½	101½	101½	101½	101½	101½
Northern Central .....	34½	34½	34½	34½	34½	34½
Oil Creek & Alleg. Riv. 6	6	6	6	6	6	6
.. 7s. ....	42	42	42	42	42	42
Pennsylvania R. R. .... 49½	50½	50½	50½	50½	50½	50½
.. 1st M. ....	101	101	101	101	101	101
.. 2d M. ....	91	91	91	91	91	91
.. Gen. mort. ....	91	91	91	91	91	91
.. reg. ....	93½	93½	93½	93½	93½	93½
Penn. State 6s, 2d series.....	111	110½	107½	107½	110½	110½
.. 6s, 3d series.....	111	110½	107½	107½	110½	110½
Philadelphia City, 6s.....	104½	104½	104½	104½	104½	104½
.. new .....104½	104½	104½	104½	104½	104½	104½
Philad. Germ. & Nor.....	56	56	56	56	56	56
Phila. & Reading .....	56	56	56	56	56	56
Philadelphia and Erie.....	56	56	56	56	56	56
.. 6s.....	56	56	56	56	56	56
.. 7s.....	84½	84½	84½	84½	84½	84½
Phila. Wilm. & Balt.....	84½	84½	84½	84½	84½	84½
Schuylkill Navigation.....	12½	12½	12½	12½	12½	12½
.. pref. ....	12½	12½	12½	12½	12½	12½
.. 6s, 1882 .....	77	77	77	77	77	77
.. 6s, 1876 .....	77	77	77	77	77	77
.. 6s, 1872 .....	77	77	77	77	77	77
United Co. of N. Jersey, 125½	125½	125½	125½	125½	125½	125½
Hestonville, (Horse) .....	69½	69½	69½	69½	69½	69½
Chestnut & Wal. ....	69½	69½	69½	69½	69½	69½
Green & Conates .....	63½	63½	63½	63½	63½	63½
2d and 3d streets .....	63½	63½	63½	63½	63½	63½
Spruce and Pine .....	21½	21½	21½	21½	21½	21½
13th and 15th sts. ....	21½	21½	21½	21½	21½	21½

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 4.

	W.29.	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.
Baltimore City 6s, 1875.....	100½	100½	101½	101½	101½	101½
.. 1886 .....	100½	100½	101½	101½	101½	101½
.. 1890 .....	101½	101½	101½	101½	101½	101½
.. 1884 .....	101½	101½	101½	101½	101½	101½
.. 1900 .....	101½	101½	101½	101½	101½	101½
Balt and Ohio.....108½	108½	108½	108½	108½	108½	108½
.. bonds, 1875.....	102	102	102	102	102	102
.. 1880 .....	102	102	102	102	102	102
.. 1885.....	41	41	41	41	41	41
Central Ohio.....	105	104½	101½	101½	101½	101½
.. 1st mort. ....	92½	92½	92½	92½	92½	92½
.. 2d M. ....	74½	74½	74½	74½	74½	74½
.. 3d M. ....	74½	74½	74½	74½	74½	74½
Northern Central.....	92	92	92	92	92	92
.. bonds, 1885.....	92	92	92	92	92	92
.. 1900.....	92	92	92	92	92	92
.. G. B. 1900..... 92	92	92	92	92	92	92
Pittsb. & Connellsv. 7s. 84½	85	85	85	85	85	85
N. W. Va. 3d mort.....	52½	52½	52	52	52	52
Virginia 6s, Consol..... 52½	52½	52½	52	52	52	52
.. Defer. Certif. 10	10	9½	9½	9½	9½	9½
City Passenger R. R.....	10	10	10	10	10	10

## Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 5.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5.
Boston and Albany ... 184½	184½	184½	184½	184½	184½	184½
Boston and Lowell.....100½	100½	100½	100½	100½	100½	100½
Boston and Maine.....109	108½	109	109	109	109½	109½
Boston and Providence.....149½	149½	149½	149½	149½	149½	149½
Boston, Hartford & Erie.....	22	22½	22½	22½	22½	22½
.. 7s.....	22	22½	22½	22½	22½	22½
Cheshire, pref.....	105½	105½	105½	105½	105½	105½
Chl. Burl. & Quincy.....	105½	105½	105½	105½	105½	105½
Concord.....	55½	55½	55½	55½	55½	55½
Connecticut River.....	55½	55½	55½	55½	55½	55½
Eastern.....	55½	55½	55½	55½	55½	55½
Fitchburg.....	55½	55½	55½	55½	55½	55½
Manchester & Lowell.....	72	72½	72½	72½	72½	72½
Michigan Central.....	72	72½	72½	72½	72½	72½
Northern, N. H.....	45	45	45	45	45	45
Ogdens & Lake Champ.....	107	106½	107	107	106½	106½
Old Colony.....	53	53	53	53	53	53
Ph. Wtl. & Baltimore.....	53	53	53	53	53	53
Port'd, Saco & Ports.....113½	113½	113½	113½	113½	113½	113½
Union Pacific.....	84½	84½	84½	84½	84½	84½
.. Land Grant 7s.....	80	80½	80½	80½	80½	80½
.. Income 10s..... 80	80½	80½	80½	80½	80½	80½
Vermont & Canada.....	80½	80½	80½	80½	80½	80½
Vermont & Mass.....	80½	80½	80½	80½	80½	80½
South Boston (Horse).....	100	100	100	100	100	100
Cambridge.....	100	100	100	100	100	100
Metropolitan .....	100	100	100	100	100	100
Middlesex.....	100	100	100	100	100	100
Central Mining Co.....	100	100	100	100	100	100
Copper Falls .....	100	100	100	100	100	100
Franklin .....	100	100	100	100	100	100
National .....	100	100	100	100	100	100
Quincy .....	30½	29	30	29½	29½	29½

## London Stock Exchange.

Closing Prices.

	July 17.	July 10.
Atlantic & Gt. W. 1st mort., \$1,000..	51	53
Do. 2d mort., \$1,000.....	27	29
Do. 3d mort., \$1,000.....	12½	13½
Do. Con. mort. B'nds Bisc'h's Cert. 13	13	15
Do. Leas. Lines, Rental Bonds.....	60	65
Do. ....1873	40	45
Do. 8 p. c. Scrip, West. Exten.....	65	70
Detroit & Milwaukee 1st mort. Bonds	55	60
Do. ....2d do.	55	60
Erie shares 100 dol. all paid.....	30	30½
Do. 6 per cent Convertible Bonds.....	93	95
Cons. Mort. amount antho. to be issued for conv. of existing bonds..	88	90
Illinois Central \$100 shares all paid..	91	93
Do. Redemption mort. bonds 6 p.c. 100	102	100
Illinois & St. Louis Bridge 1st mort. 100	102	100
Marietta and Cincinnati Rail. Bonds	95	98
Michigan Central 8s 1882, conv.....	88	92
New York Central, 100 dols. shares. 91	93	91
Panama General mort.....	97	99
Pennsylvania, General mort.....	97	99
Do. \$50 shares.....	45	46
Philadelphia and Erie 1st mort.....	94	96

## American Railroad Journal.

Saturday, August 8, 1874.

## Stock Exchange and Money Market

The disposition of the unmarketed balance of the Five per cent Funding Loan, substantially as indicated in our last, has been received with favor, as a rule, though the call for only 25 millions of Five Twenties, for redemption by November 1, has been criticised with some severity. The Money market has been without new features of interest. Call loans have been quoted easy at 2 @3 per cent; and best discounts at 5@7 per cent per annum, with a much more liberal offering of funds noted than could have been employed advantageously, in the present dullness at the Stock and Gold Boards, and the very moderate show of activity in general business. The City banks, last week, reduced their deposit and specie averages, while again contracting their loan and discount line. They augmented their reserve of legal tender liberally while contracting their item of circulation slightly. The U. S. Sub Treas ury largely increased its currency reserve, and its specie balance. The City banks, last week, while increasing their reserve of legal tender notes \$2,104,100, reduced their deposit item \$1,572,000, and their specie average \$1,353,000.

They also report a decrease of \$2,155,500 in the loans and discounts, and \$45,400 in the circulation. The U. S. Sub-Treasury in this city closed the week with a currency balance of \$56,303,092 against \$54,685,136 the preceding week; and a coin hoard of \$52,331,270, against \$48,387,374 on the previous return. The City bank exchanges, during the week, were \$298,819,688, or a daily average of \$49,803,281. The customs revenue of the port, during the week, was \$2,581,846. The City banks reported their average of gold last week at \$25,293,700, and their greenback average at \$65,818,900. Their deposits stood at \$242,741,800. The loan item was about \$282,012,600. The circulation was \$25,782,200.

The Government expenditures on ordinary accounts in the last fiscal year were \$287,133,873. The cash balances of the Treasury Department on Monday were: Currency, \$16,913,233; special deposits of legal tender for redemption of certificates of deposit, \$55,955,000; coin, \$71,113,210; including coin certificates, \$33,469,000. The outstanding amount of legal tender notes is now definitely established by law at 382 millions. The National bank circulation is \$349,984,993.

Gold has been without very marked alteration during the week, and the market has been comparatively dull. The speculative inquiry has been moderate, and the customs drain, about a fair average. The extremes of the price have been 109½@109½, closing at 109½@109½, as against 109½ on Wednesday of the preceding week. The specie outflow, last week, was \$1,248,245. The imports of specie at this port since Jan. 1, have been \$2,846,619, against \$2,081,190 same time last year. The customs demand for Gold last week averaged \$430,307 a day. Foreign Exchange has been quite moderately inquired for and quoted rather easier. Bankers' sixty day bills on London closed on Wednesday at \$4 87 @ \$4 88; sight bills on London at @4 89½ @ \$4 90½ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$5,157,917.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to \$7,208,727.

The last public debt statement indicated a further reduction of \$1,282,866 in the aggregate indebtedness in July.

Government securities have been in more general demand, chiefly on investment account, with prices showing more firmness.

U. S. sixes of 1881 closed on Wednesday of this week at 118¼@118½; U. S. Five-Twenties of 1862, 111@112; U. S. Five-Twenties of 1864 at 115¼@115½; U. S. Five-Twenties of 1865, 116½@117; U. S. Five-Twenties of 1865 consolidated, 116@116½; U. S. Five-Twenties of 1867, 117½@117¾; U. S. Five-Twenties of 1868, 117½@118; U. S. Ten-forties at 113¼@113½; U. S. Fives of 1881, (Funding Loan) 111½@111¾; Six per cent. currency Sixes from 117½@117¾.

metic produce has been more sought after, but prices have been unsettled; Breadstuffs, Cotton, Provisions, and Naval Stores closing rather more firmly. Foreign merchandise has been in more request at comparatively steady prices. The Metal trade has been less active. Ingot Copper has been much depressed, by the suspension of a prominent firm, in this line. Iron has been less freely dealt in at about former prices. A sale of 1,000 tons No. 1 American Pig was made on p. t. Eglinton Pig Iron quoted at 32 75@33 50 Glen garnock, \$35, Sumetlee, \$36; No. 1 American Pig at \$32, No. 2 do. at \$29@30; Forge, \$23@28; English Rails at \$50@52, gold; American Rails at works, \$56@60; Old Rails, \$36@40 Wrought Scrap, \$38@40. Ocean Freights have been more active; demand mostly from Grain, Petroleum, and Provision shippers; rates closed irregular.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—Ohio and Mississippi 7s, consol., 90; Michigan Central 7s, 99; Mil. and St. Paul 1st mort. LaC. div., 80; Central of New Jersey 1st mort., ex-int., 107½; do. 7s, conv., 102¼; Western Pacific bonds, 81; St. Louis and Iron Mt., 1st mort., ex-int., 86½; do. 2d mort., 60; Louisville and Nashville 7s, 1898, consol., 88; Lake Shore and Michigan Southern 7s, consol. reg., 96½; do. coupon, 96; Albany and Susquehanna R. R., 94½; do. 1st mort., 102½; do. 2d mort., 101; Del., Lack. and Western 7s, conv., 105; New York Central 1st mort., coupon, 104¼; do. reg., 104¼; Union Pacific S. F. bonds, 70; Toledo, Peoria and Warsaw 1st mort., E. D., 83; Chicago and Northwestern consol. gold bonds, 78¾; Morris and Essex 7s, 1871, 97; Pacific R. R. of Mo., 39½; do. 1st mort., 81; Rensselaer and Saratoga R. R., 108; Consol. Coal of Md., 44; Western Union Telegraph, 74½; do. 7s, 99; Quicksilver pref., 34; Adams Exp., 109; U. S. Exp., 68; Am. Exp., 61; Wells-Fargo Exp., 74; Missouri 6s, l. bonds, 92; do. 6s, 1877, 96½; North Carolina 6s, issued to N. C. R. R., 40; Tennessee 6s, old, ex-coupon, 56½; do. new, do., 56; do. n. s., 56; South Carolina 6s, new, n. f., 5¼; Brooklyn 6s, W. L., 95½.

**Philadelphia.**—Huntingdon and Broad Top Mt. R. R., 7; do. pref., 13½; Schuylkill Nav. div. scrip., 86; Pennsylvania R. R. div. scrip., 102¼; Fifth and Sixth streets R. R., 54; Philadelphia and Darby R. R. 7s, 92½; Nesquehoning Valley R. R., 55; Pittsburg, Cincinnati and St. Louis 7s, 64½; Belvidere Delaware 3d mort., 83; Phila. and Reading 7s, new, conv., 104¾; do. Gen'l mort 7s, coupon, 103½; Reading C. and I. mort. bonds, 87; Northern Pacific 7-10s, 80; Pennsylvania and New York 7s, 103¼; Shamokin Valley and Pottsville 7s, 92. The latest quotations are: City 6s, 102—; do. free of tax, 104½@104¾; Pennsylvania State 6s, 2d series, 107@107½; do. 3d series, 110½@111; Philadelphia and Reading, 55½@56; do. Gen'l mort. 7s, coup., 103@104; do. reg., 104½@104¾; do. mort. 6s, 1880, 99½@100¼; do. new, conv., 104½@105; do. 7s, 1898,—@107; United New Jersey R. R. and Canal Co., 125½@126; Camden and Amboy mort. 6s, 1889, 100@100½; Pennsylvania R. R., 50½@50¾; do. div. scrip., 102½@102¾; do. 1st mort., 100½@101; do. 2d

mort. 100@100½; do. general mort. coupon, 90¾@91¼; do. reg., 94@94½; Little Schuylkill R. R., 46½@46¾; Morris Canal, 49@51; lo. pref. 125@130; do. 6s, 100@101½; Susquehanna Canal, 6@9; do. 6s, 73@75; Schuylkill Nav., 6@7; do. pref., 12@13; do. 6s, 1882, 77@78; do. 1872, 87@91; Elmira and Williamsport pref., 37@40; do. 7s, 1873, 96@99; do. 5s, 55@62; Lehigh Coal and Navigation, 44¾@44¾; lo. 6s, 1884, 96@96¾; do. R. R. Loan, 95½@96½; do. Gold Loan, 95¼@95¾; North Pennsylvania, 44½@45; do. 6s, 99½@100¼; do. 7s, 102¼@102¾; do. Chattle 10s, 106½@106¾; Philadelphia and Erie, 18½@19; do. 6s, 90@91½; do. 7s, 85@85; Minehill, 52½@52½; Catawissa, 14¼@17; do. pref., 42¼@42½; do. new pref., 29½@32; do. 7s, 1900, 100@100; Lehigh Valley, 61@6¼; do. 6s, new coupon, 100@100½; do. reg., 101½@102; do. 7s, 106½@106¾; Fifth and Sixth streets (horse) 58½@54; Second and Third, 62@63½; Thirteenth and Fifteenth, 21@21½; Spruce and Pine, 29@—; Green and Coates, 50@50; Chestnut and Walnut, 70@72; Hestonville, 19½@19½; Germantown, 35@40.

**Boston.**—Rutland pref., ex-div., 28; do. 8s, 1902, 69½; Norwich and Worcester R. R., 122½; Portsmouth, Gt. Falls and Conway R. R., 34; Burlington and Missouri River R. R. in Iowa, 102¼; Summit Branch, 37¾; Worcester and Nashua R. R., 123¼; Maine Central R. R., 49¼; Nashua and Lowell R. R., 122¾; Chicago, Burlington and Quincy 7s, 97; Atchison, Topeka and Santa Fe 1st mort., 60½; do. 1st mort. coupons, 20½; Burlington and Missouri River R. R. in Nebraska, 56½; do. 8s, in Nebraska, old, 98¾; Boston and Maine 7s, 1894, 104; Eastern R. R. 7s, 1887, 94; Union Pacific S. F. bonds, 67; Old Colony 7s, 1894, 104½; Boston Concord and Montreal 7s, 1893, 103; Boston Water Power Co., 10¾; Cay Imp., 5¾; Quincy R. R. Bridge, 115; Pullman Palace Car Co., 95; New Hampshire 6s, 100; Massachusetts 6s, reg., 101½; do. 6s, 1876, gold, 110; Maine 6s, 1889, 101; Rhode Island 6s, 1882, 101¼; St. Louis 6s, 91½; Chicago 7s, 99½; Cook Co., Ills., 7s, 99¼; St. Louis 6s, 1878, 95½; do. 1888, 91¾; Boston 5s, 1875, gold, 107¼; Allouez Mining Co., 8¼; Calumet and Hecla, 120; Phoenix, 15; Ridge, 5; Star, 50c.

**Baltimore.**—Orange, Alex. and Manassas 7s, 80¼; Orange and Alexandria 2d mort. 6s, 80¼; do. 3d mort. 8s, 81; do. 4th mort. 8s, 74; Parkersburg R. R., 6¼; Virginia consols. coupons, 80; Virginia consols., ex-coupon, 49¾; Santa Clara Mining, 77½; Maryland Defense 6s, 108½. The latest quotations are: Richmond and Danville 1st mort., 66@70; Pittsburg and Connellsville 7s, 1898, 86@87; Baltimore and Ohio, 168@168½; do. 6s, 1875, 100@101; do. 1880, 100@101; do. 1885, 101½@104; Washington Branch,—@175; Northern Central, 34½@35; do. 6s, 1885, 92@93; do. 6s, 1877, 93@—; do. 1900, 90@90½; do. 6s, 1900 gold, 92@92¼; N. W. Va. 3d mort., 1885, 93@—; Marietta and Cincinnati 1st pref., 17½@20; do. 2d pref., 10@12; do. 1st mort. 7s, 1892, 101@101¼; do. 2d mort. 7s, 92½@93; do. 3d mort., 8s, 74½@74¾; Central Ohio, 41@42½; do. pref., 40@40; do. 1st mort., 93@93½; Western Maryland, 1st mort. 6s, 1890, 80@80; do. 1st mort. guar., 99@100; do. 2d mort. guar., 99@100; do. 3d mort. guar., 98@100; do. 2d mort. pref., 60@70;

do., 2d mort. guar. by Washington Co., 87@90; Orange and Alexandria 1st mort. 6s, 89@92; do., 2d mort. 6s, 80½@81; do., 3d mort. 8s, 80@82; do., 4th mort. 8s, 73@74; Orange, Alex. and Manassas 7s, 80@80¼; Baltimore 6s, 1875, 102½@102; do., 1884, 100@102; do. 1886, 100@102; do. 1890, 101½@101¾; do., 1893, exempt, 106@110; do., 1900, 100½@100¾; do. 1902, 101@102; Memphis City 6s, 43@49; Maryland Defense 6s, 1883, 107@108½; do. 6s, 1890, 100@—; do. 5s, 80@—; Virginia coupon 6s, old, 33@35; do. new, 30@40; do. consol. 6s, 52@52¼; do. coupons, 80@80¼; West Virginia, 9¾@10; City Passenger R. R., 19½@20; George's Creek Coal, 140@150; Atlantic Coal, 2,35@2.45; Santa Clara, 7.75@8.00; do. bonds, 20½@—; Can'ton Co., 50@70.

#### Contract made for Furnishing Iron for the Centennial Buildings.

The Building Committee of the Centennial Board of Finance have announced that a satisfactory contract has been made by Mr. Richard J. Dobbins, the contractor for the Centennial Buildings, for the iron required in the construction of both the main exhibition building and the permanent building. The contract is awarded to Messrs. A. & P. Roberts & Co., of the Pencoyd Iron Works, which are situated on the Schuylkill River near Manayunk, and within a short distance of the Centennial grounds. The Messrs. Roberts express their ability to place the entire amount of iron on the ground within six months, or as fast as the builder requires it; and their extensive reputation for reliability warrants the belief that they will accomplish what they contract for within the specified time.

Mr. Lewis trustee of the estate of Jay Cooke & Co., at Philadelphia, has received another dividend from Captain Ainsworth, president of the Oregon Steam Navigation Company, amounting to \$18,637 50, gold, which, reduced to currency, produced \$20,322 35, which, added to the dividend previously received, amounts to \$61,516 02 already received upon the \$1,500,000 stock in that company held by the estate. Other dividends will follow.

The Attorney General has decided that the contract for additional mail service between San Francisco, Japan and China, as provided for in act of June, 1872, is still subsisting, and that the Pacific Mail Steamship Company is entitled to have their new iron steamships inspected, with a view of putting them into service. This decision will secure the company the full subsidy of \$1,000,000 per annum.

The directors of the Middlesex Central Railroad, recently elected, are: Spencer W. Richardson of Milton, Jacob Edwards of Boston, William H. Hill, Jr., of Brookline, John V. Barron of Concord, Gardner Prouty of Littleton, Edward D. Adams of Boston, George Keyes of Concord. The road is eight miles in length, extending from Lexington to Concord, and is leased to the Boston and Lowell Railroad Company.

It is gratifying to note a marked revival of activity in the iron trade. Nor is this confined to any particular locality. It includes the iron interests of Paterson as well as Pittsburg, Johnstown, Philadelphia and various places in Ohio, Missouri, Tennessee and other States,



**Rutland Railroad.**

At an adjourned meeting of the stockholders of this company, held at Rutland, Vt., on the 28th ult., President Page submitted the following report:

Since the submission of the annual report in January last, from information obtained from the books and accounts of the lessees by your road, we are enabled to give you the exact results of the business of the road for the period of 18 months to Jan. 1, 1874; earnings, \$1,185,062 13; expenses, \$799,256 23; balance net earnings, \$385,805 90, which shows the balance of net earnings for the year 1873 to have been \$310,000.

A resolution, modifying the Central Vermont leases, and reducing the rental from that corporation to the Rutland Railroad Company \$100,000, was unanimously adopted.

A resolution was also adopted endorsing the action of the directors in purchasing an interest in the Central Vermont Railroad.

The number of directors was increased from seven to nine, and the following gentlemen elected: John B. Page of Rutland; Jacob Edwards, Peter Butler, Edwin A. Birchard, William Sohler, James S. Whitney of Boston; James H. Williams of Bellows Falls; James W. Hickok, Lawrence Barnes of Burlington.

At a meeting of the board of directors, John B. Page was elected President, Joel M. Haven Treasurer, B. B. Smalley Clerk.

A dividend of three dollars and a half per share was voted to be paid in scrip to the preferred stock holders August 17th.

**The Postal Car Question.**

The Postal Car controversy, to which we devote a large space in our paper this week, still remains unsettled, Mr. Hinckley seeming satisfied to allow the mails to go under his last assurance to the Department that a tender of the mails would be considered as an acceptance of his terms, and the Department being willing to send them after repeated notifications to Mr. Hinckley that no more would be paid than allowed by law. Mr. Hinckley places much stress upon the fact that the Department pays the road from Mantua to Gray's Ferry, of which he is also president, a much higher rate per mile than the Philadelphia, Wilmington and Baltimore road. The contract on the Mantua and Gray's Ferry road, which is but three miles long, was made many years ago, and is nominally "messenger service."

An effort was made to induce the Department to contract for service over the Pennsylvania Railroad, which is 51 miles longer, at a fixed rate per mile, and then to allow the mails "for the convenience of all parties" to go in the cars of that road over Mr. Hinckley's track, but the Postmaster General refused to consent to any such arrangement.

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending July 25, at 356,488 tons, and for the coal year 9,859,750 tons against 10,418,533 tons to corresponding time last year, being a decrease of 558,783 tons. The bituminous tonnage for the week is 81,579 tons, and for the year 1,762,719 tons, against 1,715,681, tons to same time last year, giving a total of all kinds for the week of 438,067 tons, and for the year of 11,622,469 tons, against 12,134,214 tons to same time last year, being a decrease of 511,745 tons.

**The Washington Iron Works, Newburgh.**

We are pleased to learn that the fire which occurred at this extensive establishment recently, was by no means so serious as we feared it might be, as we witnessed the dense volume of smoke arising therefrom, when coming past in the boat the other morning.

Work was resumed in all departments within 12 hours after the occurrence; and is only characteristic of the usual promptness and energy of the proprietors, Messrs. Wm. Wright & Co.

Indeed it would have been a public misfortune to have arrested for a length of time the manufacture there of the justly celebrated Wright Steam Engine, which is made a specialty at this establishment.

The gross earnings of all the lines owned, operated and controlled by the Pennsylvania Railroad Company east of Pittsburgh for six months ending June 30, 1874, were \$18,013,866, the expenses \$11,809,073, and the net earnings \$6,204,793. For the first six months of 1873, the earnings were \$19,592,754, the expenses \$14,768,393, and the net earnings \$4,824,361—showing a decrease in earnings of \$1,578,888, with a decrease in expenses of \$2,959,320, making the increase in net earnings \$1,380,432.

The President of the Michigan and Ohio railway, Mr. James S. Gibbs, writes that the portion of the line between Grand Haven and DeFiance, 200 miles, is under contract, and that the contractors will aim to complete it within a year. As soon as the work from Grand Haven to Marshall, 190 miles, shall be finished, the force will be placed on the section between Portsmouth and Columbus, which portion it is intended to have in operation next spring.

The total liabilities of the State of Tennessee amount to \$27,920,386 45. Of this there is \$6,437,548 95 on which solvent railroads are promptly paying their own interest, so that the amount on which the State is called to pay is \$21,182,837 50.

It is proposed in connection with the extension of the North Shore Railroad of Long Island to Huntington, to establish a steam ferry between that point and Norwalk, Conn. It is believed that the completion of the railroad will make the ferry a necessity.

The money asked for by the North Side (L. I.) Railroad Company to guarantee the extension of their line to the village of Huntington, has all been subscribed, and the work of construction will be commenced during the coming Fall.

The Hanover Branch Railroad has earned \$94,192 95 the past year, an increase of \$9,279 37 over last year. The running expenses have been reduced \$9,896, 67 but the net profits are some less.

A survey of the Woodstock Railroad is in progress and will soon be completed. The object is to get an accurate statement of the work to be done.

S. M. Felton, of Philadelphia, has been appointed General Superintendent of the Pan-Handle Division of the Pittsburg, Cincinnati and St. Louis railway.

Mr. August Belmont publishes a card denying the statement of the Tribune that the Rothschilds did not invest in United States securities during the war because of his (Belmont's) unfavorable opinion of the securities. On the contrary he says that they did invest largely in United States bonds all through the war, and were uniformly advised so to do by him. And again he says: "I challenge you to point out one single act or word of mine during the whole period of our national troubles which was not dictated by patriotism and devotion to our beloved Union."

The Des Moines Narrow gauge Railroad has been formally opened to Ames.

**The American Wood Carbolicizing Co.**

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application. 67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, O. B. & Q. R. R., Prof. Stillman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell. It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

**TRUSTEES.**

GEO. W. CARR,	THOS. A. SCOTT,
M. Y. TILDEN,	RUSSELL SAGE,
LLOYD ASPINWALL,	H. A. TILDEN,
M. N. WISEWELL,	WM. F. DRAKE,
AUSTIN BALDWIN,	WM. ORTON,
W. T. PELTON,	F. E. WOODBRIDGE,

Vice-President.

59 Liberty St., New York.

**RIEHL BROS.**

650 North Ninth St., Philadelphia  
New York Store, 93 Liberty Street,  
Pittsburg Store, 285 Liberty St.  
LATEST IMPROVED STANDARD.



Our Patented Double Beam Iron Lever Rail Road Track Scale acknowledged the BEST.  
MAKERS of the NEW TESTING MACHINE.

## CAST STEEL WORKS

OF

**FRIED. KRUPP,**

ESSEN, RHENISH-PRUSSIA.

American Office, - - - 15 Gold, Cor. Platt Street, New York.

CAST STEEL RAILS,

PATENT CAST STEEL RAILWAY TIRES,

WHEELS, AXLES, SPRINGS, CRANK PINS, &amp;c.

BOILER PLATES,

ROLLER, DIE AND TOOL STEEL.

THOMAS PROSSER &amp; SON,

Sole Representatives in America.

LAP-WELDED IRON BOILER TUBES,  
WELL TUBING.Drills, Rimer-Countersinks, Expanders, &c.,  
STEEL WIRE AND WHALEBONE TUBE BRUSHES,  
SPRING STEEL SCRAPERS.GRIMSHAW'S PATENT  
IMPROVED COMPRESSED-AIR  
**HAMMERS,**  
STAMPS, PRESSES, BLOWING ENGINES, &c.  
THOMAS PROSSER & SON,  
15 Gold Street, New York.

## BALL'S PATENT TELESCOPE JACK.

Hot and Cold Punched Nuts, Bolts, Lag Screws and Washers.



Belting, Packing Hose, Rubber Springs, Car Trimmings, Steam Pumps.

ALBERT BRIDGES,

MANUFACTURER AND DEALER IN

Railway and Mining Supplies and Machinery,  
No. 46 CORTLANDT STREET,

P. O. Box, 2843.

NEW YORK.

## THE NEW REMINGTON



## Family Sewing Machines

FOR SALE ON ACCOMMODATING TERMS AT  
THE OFFICES,

281 Broadway and 294 Bowery.

## REMINGTON SEWING MACHINE CO.

Responsible agents wanted where none are established.  
Apply for terms to the company.

The earnings of the Chicago, Burlington and Quincy Railroad in June, 1874, were, \$1,060,268, the expenses \$462,678, and the net earnings \$597,596. In June, 1873, the earnings were \$1,044,037, the expenses \$481,534, and the net earnings \$562,503—showing an increase in earnings of \$16,231, with a decrease in expenses of \$18,861, making the increase in net earnings \$35,092.

HARRISBURG  
Car Manufacturing Co.,

HARRISBURG, PENNSYLVANIA,

MANUFACTURE

Passenger, Mail, Baggage, Box, Gondola, Coal,  
and all other kinds of

## RAILROAD CARS,

RAILROAD CAR WHEELS AND CASTINGS,  
BRIDGE AND ROLLING MILL CAST-  
INGS, BRIDGE RODS, BOLTS,

AND

## RAILROAD FORGINGS.

W. T. HILDRUP, Superintendent.

WILLIAM CALDER, President.

## RICHARD DUDGEON.

No. 24 Columbia St., New-York,

Maker and Patentee of

HYDRAULIC  
JACKSand Punches,  
Roller Tube Expand-  
ers, andDirect-Acting  
Steam Hammers.Communications by  
letter will receive  
prompt attention.Jacks for Pressing  
on Car Wheels or  
Crank Pins made to  
order.

## SCHOOL OF MINES,

COLUMBIA COLLEGE,

East 49th Street, NEW YORK.

## FACULTY:

F. A. P. BARNARD, S. T. D., LL. D., President.  
T. EGLISTON, Jr., E. M., Mineralogy and Metallurgy.  
F. L. VINTON, E. M., Mining Engineer.  
O. F. CHANDLER, Ph. D., Analytical and Applied  
Chemistry.  
JOHN TORREY, M. D., LL. D., Botany.  
O. A. JOY, Ph. D., General Chemistry.  
W. G. PECK, LL. D., Mechanics.  
J. H. VAN AMRINGE, A. M., Mathematics.  
O. N. ROOD, A. M., Physics.  
J. S. NEWBERRY, M. D., LL. D., Geology and Pale-  
ontology.

Regular courses for Mining and Civil Engineering,  
Metallurgy, Geology and Natural History, Analytical and  
Applied Chemistry.  
Special students received for any of the branches taught.  
Particular attention paid to assaying.

For further information and catalogues, apply to

**DR. C. F. CHANDLER,**

Dean of the Faculty.

Jersey City Steel Works.  
JAS. R. THOMPSON & CO..

MANUFACTURERS OF

HAMMERED AND ROLLED

## CAST STEEL,

OF ALL DESCRIPTIONS,

Warren Street, Jersey City, N. J.

Tool, Drill, Frog Plates and Points, Cutlery, Rake, Axe,  
Ice, Machinery, Spring Wagon-Axle, Tyre, Sword, Bayo-  
net, Rifle, and Pistol made to order.JAS. R. THOMPSON, B. ILLINGSWORTH,  
J. H. GAUBIER, E. G. GIBSON, H. DICKINSON.THE ROGERS  
Locomotive & Machine  
WORKS,PATERSON, N. J.,  
HAVING extensive facilities, are now prepared to fur-  
nish promptly of the best and most approved descrip-  
tion, eitherCOAL OR WOOD BURNING  
LOCOMOTIVE ENGINES,  
AND OTHER VARIETIES OF

## RAILROAD MACHINERY.

J. S. ROGERS, Pres't.  
R. S. HUGHES, Sec'y. } Paterson, N. J.  
WM. S. HUDSON, Sup't.  
THOMAS ROGERS, Treasurer,  
44 Exchange Place, New York.THE  
PHENIX IRON CO.,

410 Walnut St., Philadelphia,

MANUFACTURERS OF

CURVED, STRAIGHT AND HIPED

## Wrought Iron Roof Trusses

BEAMS, GIRDERS and JOISTS,  
and all kinds of Iron Framing used in the construction of  
iron roof buildings.DECK BEAMS, CHANNEL, ANGLE  
AND T BARScurved to template, largely used in the construction of  
Iron Vessels.

## Patent Wrought Iron Columns,

Weldless Eye Bars,

for top and bottom chords of bridges.

Railroad Iron, Street Rails, Rail Joints  
and Wrought Iron Chairs.Refined Bar, Shoeing, and every variety of Shipping Iron  
Made to Order.

Plans and Specifications furnished. Address

SAMUEL J. REEVES, President



**BARROW HÆMATITE STEEL CO.,****BARROW IN FURNESS,  
LANCASHIRE, ENGLAND.**

MANUFACTURERS OF

**STEEL RAILS, TYRES, AXLES, WHEELS, SHAFTING,  
Boiler Plates, Ship Plates, &c., &c.,****CHAS. CONGREVE & SON,**

SOLE AGENTS FOR THE U. S.,

NO. 104 &amp; 106 JOHN ST., OPPOSITE CLIFF ST., NEW YORK.

**FULLER, LORD & CO.,****Machine-Forged Nuts,****BOLTS & NUTS,****WROUGHT WASHERS,****BOONTON CUT NAILS,****139 Greenwich Street,****NEW-YORK.****ALFRED W. LADD,****5 AND 7 DEY ST., N. Y.,**

DEALER IN

**LOCOMOTIVES**

OF EVERY DESCRIPTION.

Palace, Pullman, Passenger, Box, Platform and Gondolas, and all kinds of Dumping and Construction

**RAILROAD CARS,**

And all RAILROAD MATERIALS, including

**Rails, Fish Plates, Turn Tables, Chairs,  
Chains, Bolts, Nuts, Spikes, &c., &c.**

Agent for R. G. GARDINER'S Improved Spiral and Rubber

**CAR SPRINGS,**

Manufactured by N. Y. Car Spring Co.

Also dealer in Oak, Chestnut, Virginia Pine, Cypress, Juniper, Cedar and Hackmatack

**Railroad Ties.**

Florida and Georgia Pine and Oak

**CAR TIMBER.**

White Pine, Yellow Pine, Hemlock and other

**BRIDGE TIMBER.**

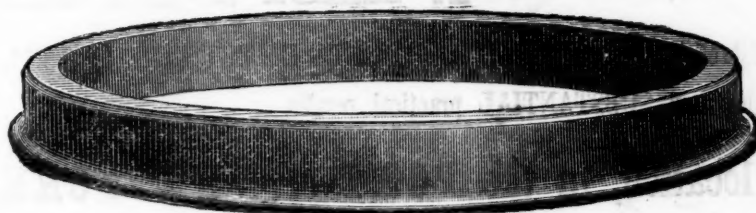
Agent for the Best Mills in Florida, Georgia, Pennsylvania, New York and Canada.

**ESTABLISHED IN 1836.**

GEO. G. LOBDELL, Pres't.

WM. W. LOBDELL, Sec.

P. N. BRENNAN, Treas.

**Lobdell Car Wheel Co.,  
Wilmington, Del.****CAMMELL'S CAST  
STEEL.****ROLLED AT JERSEY CITY**

BY

**W. BAILEY LANG & CO.****New York**

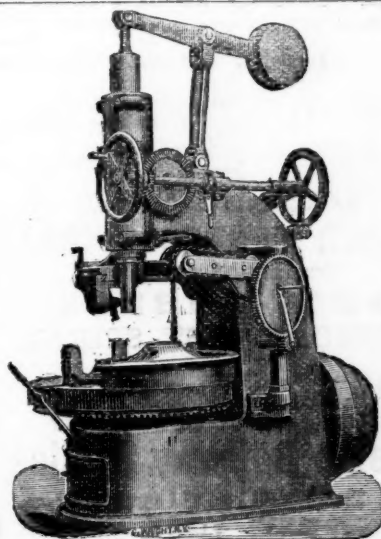
AND

**Boston.****CORYDON WINCH,**

Manufacturer of RAILROAD, SHIP, BOAT &amp; DOCK SPIKES.



Rolling Mill and Factory, Canal Street, near Second and Laurel, Philadelphia.



No. 4 Car Wheel Borer.



We have the best and most complete assortment of

**Machinists' Tools****In the Country,**  
Comprising all those used in**MACHINE, LOCOMOTIVE,**

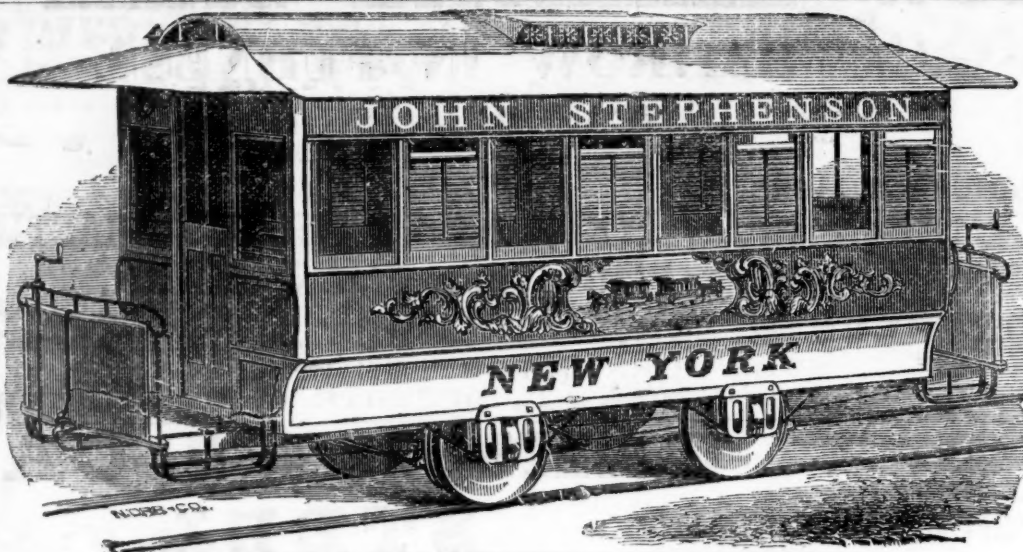
AND

**R. R. REPAIR SHOPS.**

For Photographs, Prices and Description, etc., address

**NEW YORK STEAM ENGINE CO.,  
98 Chambers Street, New York.**

**CARS**  
FOR  
**TWO HORSES**  
COMBINING  
ALL  
Valuable Inventions,  
**ELEGANT**  
**STYLE.**  
Light & Durable,  
**Full Size**  
AND  
**REDUCED**  
**WEIGHT**



**CARS**  
FOR  
**ONE HORSE,**  
WITH or WITHOUT  
**Platforms,**  
OR TO  
Swing on Trucks.  
—  
**EVERY**  
**STYLE AND**  
**VARIETY**  
OF  
**CONSTRUCTION.**

**47 EAST 27TH STREET.**

This Establishment commenced building **STREET CARS** in 1832, and is famed for superior **ELEGANCE** of workmanship and **SUBSTANTIAL** practical results.

Its location, in the **PORT** of **NEW YORK**, is most favorable for shipments, and its **CARS**, **CONSTRUCTED** in **SECTIONS**, may be **ENTIRELY COMPLETED** before being packed for transportation.

**JAS. JEFFRIES & SONS,**  
MANUFACTURERS OF  
LOCOMOTIVE, CAR & TANK  
**SPRINGS,**  
MADE OF BEST  
**Cast and Swede Steel.**  
**PHILADELPHIA,** (rear of Girard House.)



We will be happy to furnish a **SET OF SPRINGS** to such companies as may wish to try their **Durability** and **Elasticity**, by writing us the **Length, Width, Curve** over all, and the weight which they are to bear.

**Iron Bridges, Pivot Bridges,**  
AND  
**TURN TABLES.**

**F. C. LOWTHORP,**  
CIVIL ENGINEER,  
Patentee and Builder,  
**78 E. STATE-ST.,**  
**TRENTON, N. J.**



## PASSENGER CARS

Of the Finest Finish, as well as every description of CAR WORK, furnished at Short Notice and at Reasonable Prices by the

**HARLAN & HOLLINGSWORTH COMPANY, Wilmington, Del.**

**VOSE, DINSMORE & CO.,**  
National Spring Works,  
MANUFACTURERS OF

**VOLUTE**  
**RUBBER CENTER SPIRAL,**  
Compound Spiral,  
**INDIA RUBBER,**  
**DINSMORE NEST SPIRAL,**  
AND OTHER

**Railway Car Springs;**  
ALSO IMPORTERS OF AND DEALERS IN  
**General Railway Supplies,**

No. 32 **WARREN**, cor. of Church Street,  
**NEW YORK.**  
52 Fifth Avenue, Chicago.  
720 North Second Street, St. Louis.

**YORK CAR WORKS.**

ESTABLISHED IN 1852.

**Billmeyer & Smalls,**  
**YORK, PENN.**

This old established firm continue to build all kinds of Freight Cars to order.

**Narrow Gauge Cars**  
having received their special attention, they are prepared to receive orders and to deliver promptly.

**A. WHITNEY & SONS**  
**CAR WHEEL WORKS,**

Callowhill and Sixth Sts.,  
**PHILADELPHIA, PENN.**  
FURNISH CHILLED WHEELS for Cars, Tenders, CHILLED DRIVING WHEELS, TIRES for Locomotives, ROLLED and HAMMERED AXLES.  
**WHEELS and AXLES FITTED COMPL**



ALBERT C. McNAIRY, President.

HENRY M. CLAFLEN, Vice-Pres't &amp; Treas.

# CLEVELAND BRIDGE & CAR WORKS,

(ESTABLISHED IN 1850.)

THE

McNairy &amp; Claflen Mfg. Co.,

PROPRIETORS,

BUILDERS OF

Railway &amp; Highway

BRIDGES,

ROOFS,

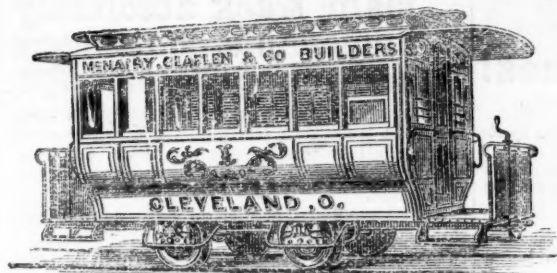
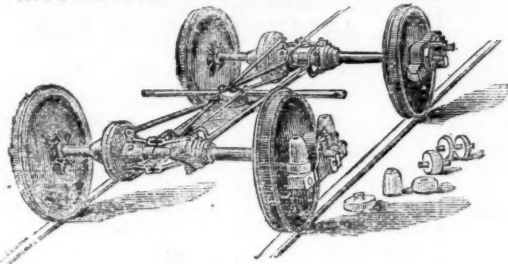
Turn Tables, Transfer  
Tables,

OF IRON AND WOOD.

Railroad Passenger &  
Freight Cars,  
Street Railroad Cars.Post's Patent Iron and Combination Bridges,  
Howe Truss Bridges with Patent Iron Clamp,  
Street Railroad Cars with Higley's Patent Running  
Gear and Brake; also Substructures of  
Pneumatic and Screw Piles.Offices: Waring Block, Cor. Bank  
and St. Clair Sts.Works: On Wasen, Hamilton and  
Lake Sts.

CLEVELAND, OHIO.

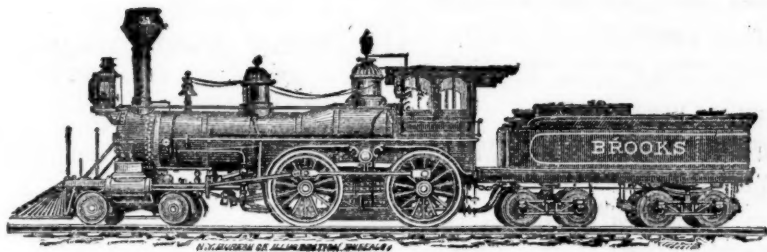
SIMEON SHELDON, Engineer.

The Lightest Running, Easiest Riding, and  
most Economical Street Car in use.Higley's Patent Street Car Running Gear and  
Brake, Made and Sold by the McNairy  
& Claflen Manufacturing Co.,  
CLEVELAND, O.

HARVEY T. CLAFLEN, Sup't.

JOHN COON, Sec'y.

## Brooks Locomotive Works, DUNKIRK, N. Y.

Orders Solicited for Locomotives Adapted for  
Every Class of Railway Service.

M. L. HINMAN, Sec'y &amp; Treas.

H. G. BROOKS, Pres't &amp; Sup't.

### Safe Car Lamp.

### MINERAL SPERM OIL.

Williams, Page & Co.,  
BOSTON.Manufacturers of their well-known Car Lamps, and of  
superior Car Candle Lamps, are makin

### Mineral Sperm Oil Lamps,

now used by all the Roads in Massachusetts, and many  
other roads East and West, and by many of the Pullman  
Palace Cars, in place of Kerosene or Candles. Circulars,  
Lithograph and Price List sent when requested.

WILLIAMS, PAGE &amp; CO.

\$72 00 EACH WEEK.

Agents wanted everywhere. Business strictly legitimate,  
Particulars free. Address, J. Worth & Co., St. Louis, Mo.THE  
TAUNTON LOCOMOTIVE  
MANUFACTURING COMPANY,  
TAUNTON, MASS.HAVING large facilities, and having had a long experi-  
ence in the business, are prepared to furnish

### LOCOMOTIVES,

EITHER FOR BURNING WOOD OR COAL,  
OF THE MOST APPROVED CONSTRUCTION.

ALSO ALL KINDS OF

### RAILROAD MACHINERY,

STATIONARY ENGINES AND BOILERS.

SUGAR MILLS, SHAFTING, ETC.

HARRISON TWEED,

Agent and Treasurer.

P. I. PERRIN, Sup't.

## HARRISBURG FOUNDRY

- AND -

### Machine Works,

(Branch of Harrisburg Car Manufacturing Co.)

HARRISBURG, PENN.,

MANUFACTURERS OF

### MACHINISTS' TOOLS,

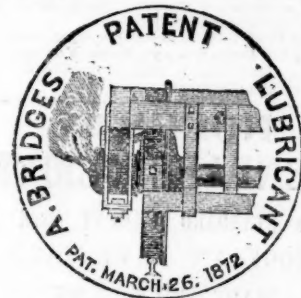
SUCH AS

Lathes, Planers, Shaping and Slot-  
ting Machines, Bolt Cutting  
and Nut Tapping  
Machines, &c.

W. T. HILFRUP, Treasurer.

### HOT JOURNALS ENTIRELY PREVENTED

By the Use of



For Railroad Car Journals and other Bearings.

In presenting this Lubricant to the notice of Railroad  
and Steamboat Managers and operators in Machinery  
generally, I do so with a practical knowledge of its mer-  
its, and with confidence that it will be found to possess  
invaluable qualities as a

Lubricator and Counteractor of Friction.

It has been in use, during the past two years, on a num-  
ber of Railroads and Steamers, and is highly approved of.  
Parties wishing to make a practical test of the Lubri-  
cant will be furnished with sample on application.

ALBERT BRIDGES, President,

MANUFACTURER AND DEALER IN

### RAILWAY SUPPLIES and MACHINERY,

No. 46 CORTLANDT STREET,

SEND FOR CIRCULAR.

NEW-YORK.

## EDWARD J. ETTING,

105 Walnut St., Philadelphia,

MANUFACTURERS' AGENT FOR THE SALE OF

AMERICAN AND FOREIGN

## RAILROAD IRON

Of every Size, Weight and Pattern.

### ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled &amp; Exchanged for New.

Iron Received on Storage, in Bond or Free,  
Weighed and Delivered. Wharf connected by Track with  
Philadelphia and Reading Railroad.Special attention paid to the Purchase and Sale of  
Old Railroad and Scrap Iron.

CONSIGNMENTS SOLICITED.

### W. & L. E. Gurley, Troy, N. Y.

MANUFACTURERS of Engineers' and Surveyors' In-  
struments. Descriptive and priced catalogue gratis

### Knox & Shain,

MANUFACTURERS of Engineering and Telegraphic  
Instruments 716 Chestnut st., Phila. Two premiums  
(awarded)

## LAWRENCEVILLE CEMENT COMPANY.

### ROSENDALE HYDRAULIC CEMENT.

This Company Manufacture Hydraulic Cement of a Superior quality at Rosendale Ulster County, New York. This brand of Cement has been extensively used for past years upon Fortifications and Government Works, giving universal satisfaction, meeting the approval of our best Architects, Engineers, Contractors and Builders. It is put up in substantial barrels, made by the Company, thoroughly seasoned and well papered, containing 300 lbs. of Cement.

All orders will receive prompt attention.

**WM. N. BEACH, Pres't,**  
96 Wall Street, New York.

## DELAFIELD & BAXTER CEMENT COMPANY, MANUFACTURERS OF HIGH FALLS ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We warrant it equal in every respect to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a superior article for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at our office, 115 Broadway, New York.

The above CEMENT is used in most of the fortifications building by government.

## HOFFMAN ROSENDALE CEMENT,

Being the STANDARD CEMENT used at the  
BROOKLYN NAVY YARD.

MADE AND SOLD BY  
THE LAWRENCE CEMENT CO.  
**M. W. WOODWARD, Sec'y,**  
No. 67 William St., N. Y.

## HUDSON RIVER CEMENT WORKS,

Manufactory at Kingston, N. Y.

(LATELY IN JERSEY CITY, N. J.)

MANUFACTURERS OF ROSENDALE HYDRAULIC CEMENT, having facilities for manufacturing 600 barrels daily, are now prepared to furnish, on the most reasonable terms, Rosendale Hydraulic (Diamond A) Cement of a fine and superior quality, all of which is by ourselves manufactured at the works, located on the West bank of the Hudson River, near Rondout, N. Y., from a superior selected quality Cement Stone, quarried exclusively from our (lately Hudson River Cement Co., Jersey City, N. J.) celebrated and extensive quarries, situated at Creek Locks, town of Rosendale, Ulster County, N. Y. Our Cement having been extensively used the last twenty years, and meeting the approval of the most eminent Builders, U. S. and other Engineers, we have authority for declaring our brand, (Diamond A) Cement, the American Standard Hydraulic Cement, all of which is put up in good shipping order, in new, tight, well-made (at the Manufactory) and papered barrels. The largest class vessels can come to our works without extra towing or delay. Cement deliverable at the Works or in New York City. Our barrels will be branded, "Hudson River Cement Works, Rosendale (Diamond A) Cement, Office, No. 95 Liberty Street, New York."

**E. M. Brigham, J. H. Butts, Ag'ts,**  
KINGSTON, N. Y. 95 LIBERTY ST. N. Y.

## THE James Cement Co.,

(Successors to J. B. JAMES.)

Manufacture a superior quality of Rosendale Cement, put up in good barrels made by themselves, and well papered. Address

**J. B. JAMES, Pres't,**  
24 Dey St., New York.

## The Self-Lighting Kerosene Lamp!

LIGHTS YOUR LAMP IN AN INSTANT!

No Removing the Chimney!

NO ELECTRICITY!

No Lucifer Matches!

Thousands View it with Perfect Admiration.

No more Houses, Stores or Railway Trains set afire by the Carelessness of Matches.

There are few inventions which spring into such sudden and universal popularity upon the first introduction as was achieved at once by this

## Self-Lighting Lamp.



ALWAYS

READY.

This valuable patent has nearly 17 years to run. You can at once see the advantage of owning and controlling the

### EXCLUSIVE RIGHT OF MANUFACTURE

and sale of these goods in a single County in this densely populated State, or indeed any other State.

### A SELF-LIGHTING KEROSENE LAMP!

A SELF-LIGHTING GAS ATTACHMENT!!

A SELF-LIGHTING HAND LANTERN!!!

A SELF-LIGHTING TORCH!!!!

We feel confident in our ability to offer to enterprising men of moderate capital, in the purchase of Territory, such inducements that they will have no cause to doubt the results.

### IT SELLS AT SIGHT EVERYWHERE.

Just the thing long needed for Railroad Cars and Officials, Depots, Stores, Dwelling Houses and Factories. Every such place will have them at once. Thousands of these Self-Lighting Burners have been sold during the past season in the New England States alone. What better proof need we ask for its merit and growing popularity?

### WE ASSERT WITHOUT HESITATION

They are the best selling and most money-making inventions ever put on this or any other market for sale. The price is within the reach of all. We have goods now ready for delivery, and any man can commence today to make a small fortune in the sale of these goods alone.

Call and see it in practical operation.  
Or enclose one dollar for a sample Burner.  
One dollar for Gas Attachment.

Two dollars for a Torch, two dollars and a half for a Self Lighting Lamp, and they will be sent with our terms for territory to any part of the country.

OFFICE AND SALESROOM OF

"The Universal Self-Lighting Lamp Co."  
No. 563 Broadway, New York.

## THE WHARTON Safety Railroad Switch.

**BOTH RAILS** of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

**ABRAHAM BARKER, Pres't,**  
Or **WM. WHARTON, Jr., Sup't,**  
Of the Wharton R.R. Switch Co.,  
28 South 3d St., Philada., Pa.  
P. O. BOX, 2353, Phila.

## BORDEN & LOVELL

COMMISSION MERCHANTS,  
70 and 71 West St., New York,  
Fall River Iron Works Company's  
NAILS, BANDS, HOOPS & RODS,  
BORDEN MINING COMPANY'S  
CUMBERLAND COALS.

**PHILIP S. MILLER.** **LENOX SMITH.**  
AMERICAN AND FOREIGN

## STEEL & IRON RAILS,

Locomotives, Cars & Machinery,  
STREET RAILS,  
Railway Fastenings, etc.  
**MILLER & SMITH,**  
43 Exchange Place, N. Y.  
The Dickson Manufacturing Co. of Scranton.

## FOUNDRY FACINGS & SUPPLIES

OF ALL KINDS.

Bituminous Coal, Sea Coal, Lehigh, Mineral,  
Charcoal, Black Lead, &c., &c.

Also Seives, Brushes, Molders' Tools, and all articles required for foundry use.

## BOYD & PEASE,

Manufacturers,  
508, 526 & 528 East 18th St.,  
NEW YORK.



## MANUFACTURERS OF Street and Narrow Gauge Cars.

CARS BUILT IN SECTIONS FOR SHIPMENT.

Works and Office, one block from Penn. Cent. R. R. Depot,  
PHILADELPHIA, PA.